

Commercial and
Architectural
ST. LOUIS

And East St. Louis.



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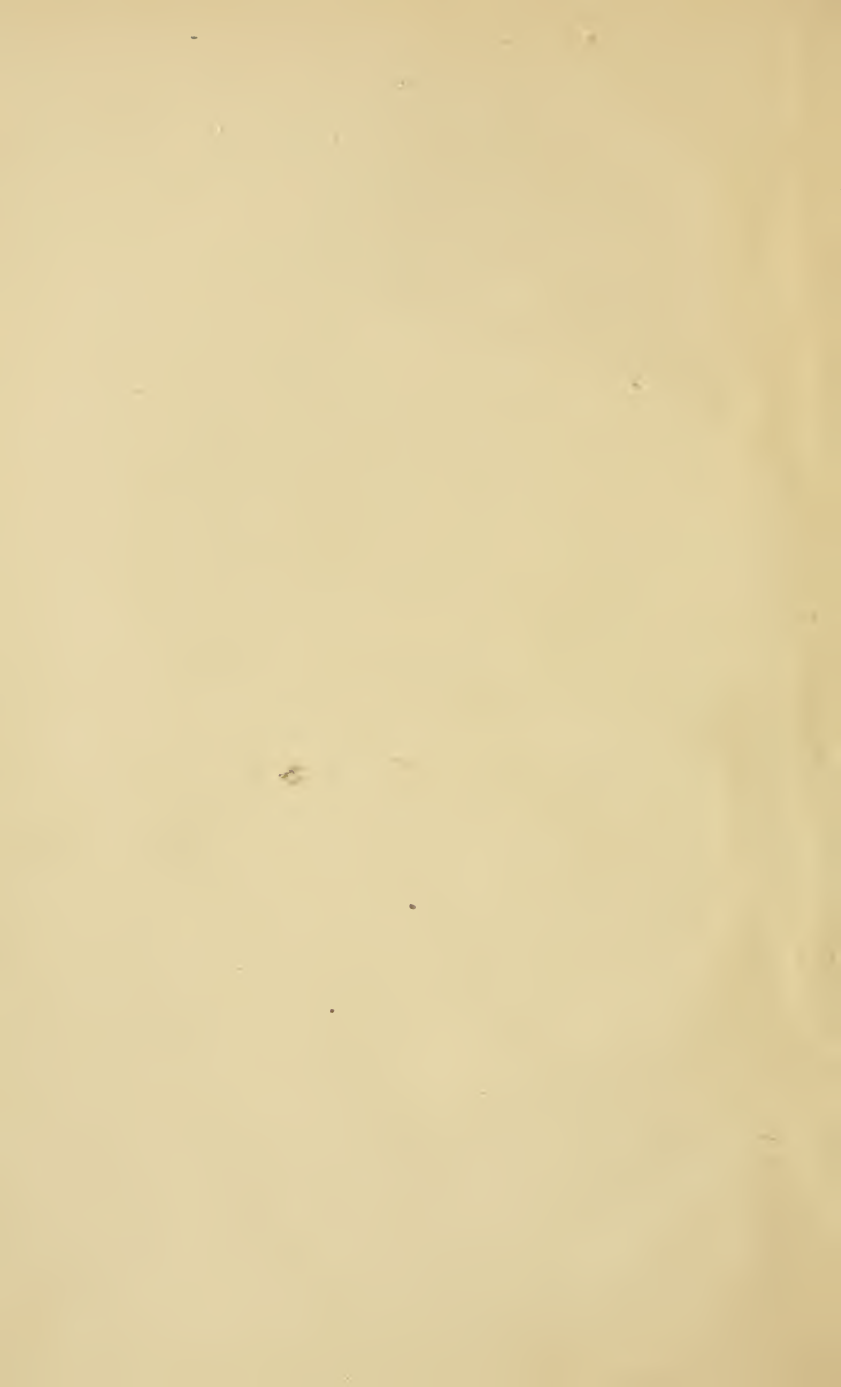
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COMMERCIAL

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ARCHITECTURAL

ST. LOUIS.



ILLUSTRATED.



DUMONT JONES & CO., PUBLISHERS.

1891.

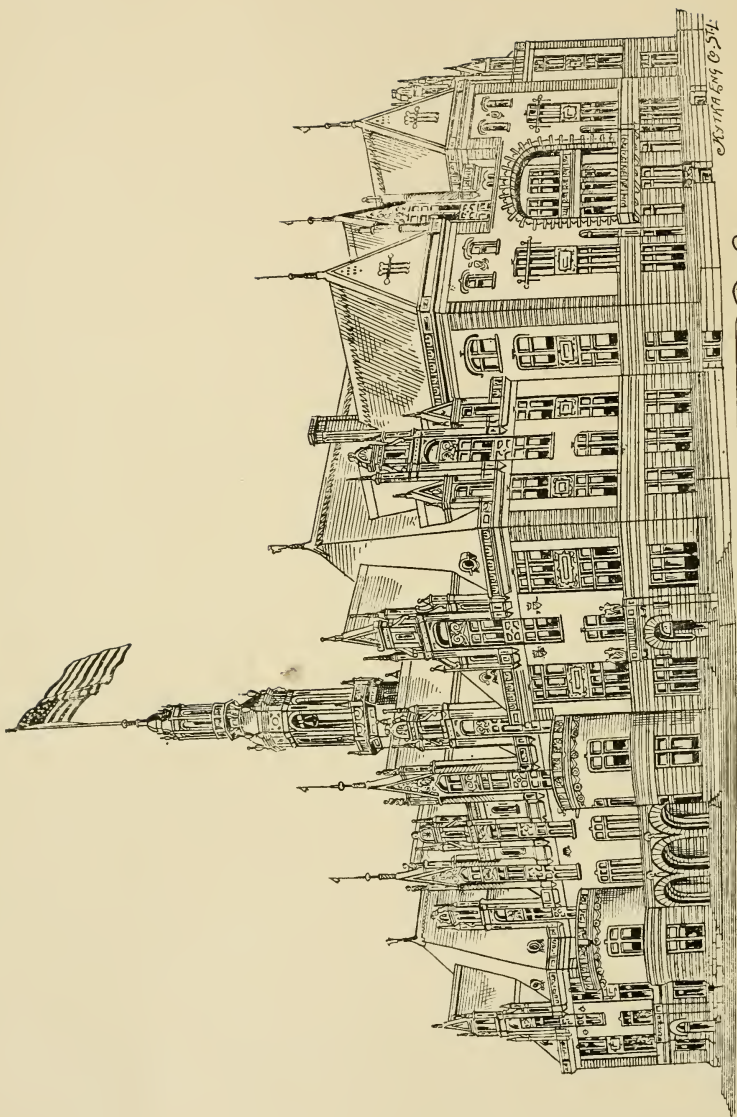
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ST. LOUIS CITY HALL.

ANNOUNCEMENT.

IN PRESENTING to the business men and general public of St. Louis and the West our triennial review of what the great city has accomplished since our last compendium of her resources, facilities and achievements, it gives us pleasure to state that no city in the United States, the most progressive country in the world, can compare with St. Louis in her march to greatness as a mercantile and manufacturing center, and in the arts, sciences and general culture of her people. St. Louis every day of her existence proves herself more and more entitled to her proud position as the metropolis of Missouri and of the mighty West. She leads in commerce, manufactures and mechanics. Her people are enterprising, progressive and liberal. As a commercial center, her railroads and rivers give her a natural pre-eminence that the energy, industry and ability of her merchants have utilized to the best advantage. As a manufacturing point, she furnishes the most eligible sites. Abundant water at a nominal cost and inexhaustible supplies of the cheapest fuel in the world. In matters aesthetic her public museums, libraries and the numerous fine collections of paintings and other works of art in the possession of private citizens, attest to the refinement of her people.

It shall be our endeavor in the following pages to present a panorama of what St. Louis has done during the past three years, where she stands at present, and her flattering prospects for the future. In doing this, we shall confine ourselves to a plain, unvarnished statement of facts, backed by authentic statistics. We shall, while omitting no necessary details, be brief and to

the point, and hope to give a picture faithful to the life of what St. Louis has done, is doing, and will do in the great future before her. Great as has been the change wrought here since that day in February, 1764, when Pierre Laclede Liquest, with a knowledge and foresight passing human, selected the site of St. Louis. The future has in store for her a place among the marvelous cities of the world that will surprise the wildest dream of her founder's prophetic vision. Within the past decade a new St. Louis has arisen and the dawn of the twentieth century will witness on the banks of the Mississippi a city that shall be the pride of the Great West and the glory of the model republic.



THE CITY OF ST. LOUIS.

The city of St. Louis was 127 years old on the 15th of February, 1891. It ranks as the fifth city in the Union, and, according to the census of 1890, contains a population of 460,357.

It is admirably situated, with all natural advantages: two of the greatest rivers in the world, to which numerous smaller streams are tributary, and railroads from every section pouring into its lap the wealth of the incomparable Mississippi Valley and of the Great West. It may with truth be said to be the center of river and railroad transportation. Its climate is temperate and salubrious, and statistics prove it to be the healthiest city of its size in the world. It has an admirable street and sewerage system, in these respects offering a model to cities of much greater pretensions.



Edward A. Noonan, Mayor.

The city government of St. Louis consists of the Mayor, Comptroller, Treasurer, Auditor, Collector of Revenue, Inspector of Weights and Measures, Assessor, Coroner, Sheriff, Recorder of Deeds, Public Administrator and President of Board of Public Improvements, all of which officers

are elected by the people once in four years. The Board of Public Improvements consists of the Street Commissioner, Water Commissioner, Park Commissioner and Sewer Commis-



Cyrus P. Walbridge, President of the Council.

sioner, all appointed by the Mayor, who also has the appointment of Assessor of Water Rates, Commissioner of Public Buildings, Commissioner of Supplies, Inspector of Boilers, members of the Board of Health, Health Commissioner, City Counselor, Jury Commissioner, Jailer, Superintendent Work House, Chief of Police, judges of city police courts and City Attorney.

The Mayor receives an annual salary of \$5,000, and is the executive head of the city. He has no judicial duties. Besides

the various departments and offices already mentioned, the Fire Department, with its chief and his assistants and forty companies, fire alarm telegraph and various other departments are under control of the Mayor.

STREET COMMISSIONER'S DEPARTMENT OF THE CITY OF ST. LOUIS.

The Street Department of St. Louis is one of the most important departments of the municipal government.

The natural growth of the city in the past few years has naturally created a constant and ever increasing demand for new streets in the newly extended limits. This demand is not confined to any one portion of the city, but is practically universal.

The construction of new streets, the reconstruction and maintenance of old ones, the repairs and reconstruction of sidewalks and alleys in a city with 350 miles of fully improved and paved streets and about 250 miles of streets legally opened or dedicated, but yet to be improved, is a work requiring labor and care.



M. J. Murphy, Street Commissioner.

The State Legislature passed at its last session what is known as the boulevard bill, making it lawful for cities of a certain

size in the State to establish by special tax on adjacent property a system of boulevards. It is the intention of Street Commissioner Murphy to make every effort to establish and construct a system of boulevards in St. Louis which will be a pride to the city and her people. In the plan already prepared in that



Michael Foerstel, Treasurer.

office every part of the city from extreme north to extreme south, and from the river to the western city limits, has been treated with the same consideration.

St. Louis may be justly proud of her streets in the "down town" or business district of the city, it being paved almost without a single exception with granite blocks. It is needless to say that granite pavements have given satisfaction. They have facilitated and thereby decreased the cost of transportation over the streets very largely. Manufact-

urers and business houses handling a large amount of heavy goods report that this paving has reduced the cost of transporting their wares about two-fifths.

St. Louis has 218,358 feet or 41.35 miles of streets constructed with granite blocks; 1,434,857 feet or 271.76 miles of streets constructed with macadam; 27,770 feet or 5.26 miles of

wood blocks laid on concrete base; 20,882 feet or 3.95 miles of streets constructed with sheet asphaltum; 96,739 feet or 18.32 miles of street made with telford pavement.

During the fiscal year of 1877-78 the Street Department expended on the reconstruction and maintenance of streets \$627,542.59. During the years '89-90 the department expended \$1,690,615.96. During this entire time, namely, thirteen years, \$18,052,629.28 has been spent on our streets, making a total of 1,804,450 feet, or 341.75 miles of fully improved streets.



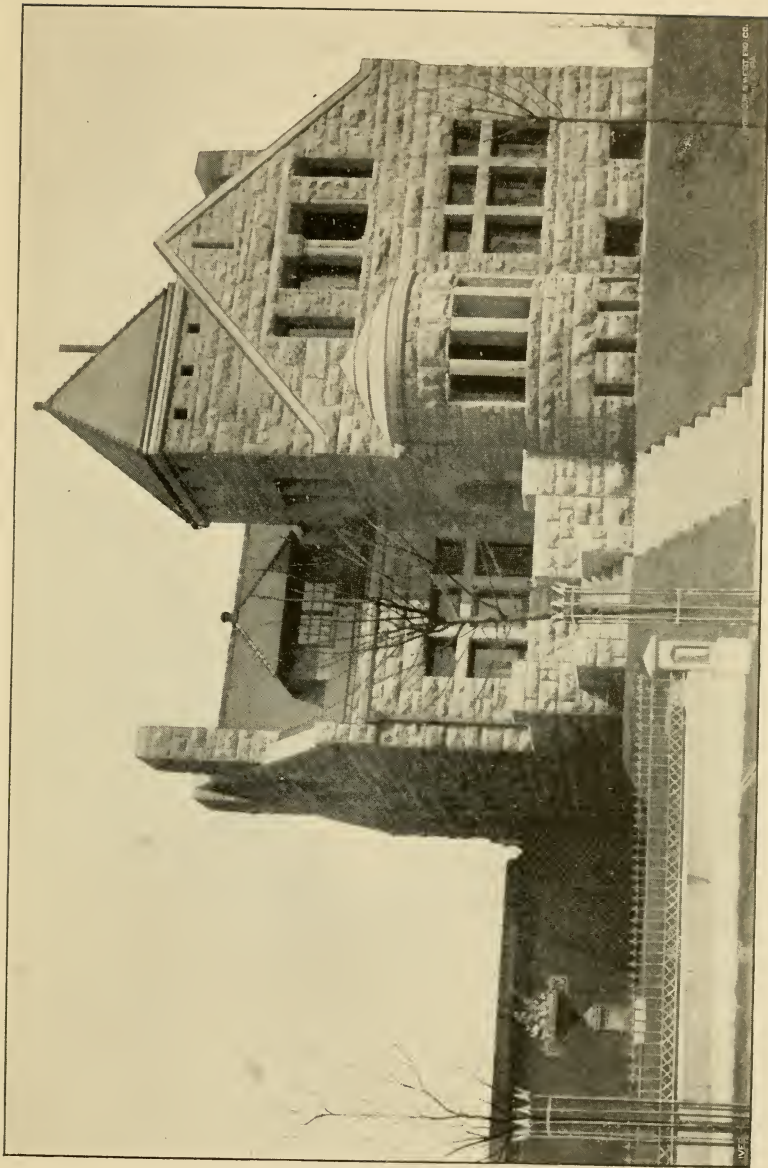
Thos. J. Ward, Speaker of the House of Delegates.

VIADUCTS BUILT BY STREET DEPARTMENT ACROSS MILL CREEK VALLEY.

When in 1875, after the completion of the St. Louis bridge, the building of the present union depot, and in consequence thereof an extension of the track system and yard room of the railroads in Mill Creek Valley was decided upon, the necessity of bridging the tracks became at once apparent. The southern part of the city had indeed been suffering for years from the interference of the railroad traffic with the north and south traffic of the city. In the same year therefore that the union depot was built, the construction of what are known as the Twelfth and Fourteenth Street bridges was begun. They were built as cheaply as possible, the width of the roadway reduced to a minimum, the material mainly wood. Although a great deal of money has been spent in their maintenance, their days of usefulness are nearly over and they will soon have to be replaced by bridges more adequate for our modern street traffic.

The spreading out of the yard system towards the west led, in 1881, to the construction of Jefferson Avenue bridge, and in 1884 to that of the Eighteenth Street bridge. Roadways wide enough for two car tracks, and two vehicles abreast between the tracks, substantial block pavements for the roadway, and iron throughout for the truss work were here adopted. The cost of the former bridge was \$80,000, of the Eighteenth Street bridge, owing to the great length, about double that sum.

In 1886 the building of Grand Avenue bridge was commenced and the same was completed in the summer of 1889. The character of Grand Avenue as the principal thoroughfare of the city from north to south, extending from the river front near the site of the present water works to Carondelet, a length of



EAMES & YOUNG, Architects.

RESIDENCE ROBERT S. BROOKINGS,
Lucas Place.

Stone furnished by Grafton Quarry Co.

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about 14 miles, and connecting the Fair Grounds and Zoological Garden with Tower Grove and Carondelet Parks, seemed to justify the adoption of the expensive design well known to our readers. The total length of the bridge is 1,600 feet, its width 60 feet. The total cost of Grand Avenue bridge was \$450,000.

The bridge now in course of construction is on Twenty-first Street, between Chouteau Avenue and Clark Avenue, and the building of the new union depot will doubtless cause a great deal of traffic on this bridge when completed.

Besides new bridges on Twelfth and Fourteenth Streets there will, in the near future, be a boulevard bridge erected by the city over the railroad tracks on King's Highway between Forest Park and Tower Grove Park.

Mr. Carl Gayler, engineer of the bridge department of the Street Commissioner's office, has superintended the construction of all these viaducts and designed the Grand Avenue Bridge. This has been pronounced by all authorities on the subject the finest viaduct in this country.

St. Louis has 250 churches, 14 libraries, 106 public schools, 78 parochial schools, 32 universities, colleges and academies, nine daily papers and a cloud of weekly and monthly publications. It is connected with Illinois by two bridges, and another is in contemplation. The city has a river front of twenty miles. It contains the largest drug and hardware houses and the largest sugar refinery in the world; also the largest and most complete cracker factory; twenty-five lines of street railways, nearly all electric and cable. Here is also located the largest brewery in the world. In brief, the boast of its citizens that it is the "future greatest inland city" has a solid foundation, and bids fair to be realized ere another century rolls around.

PARKS.

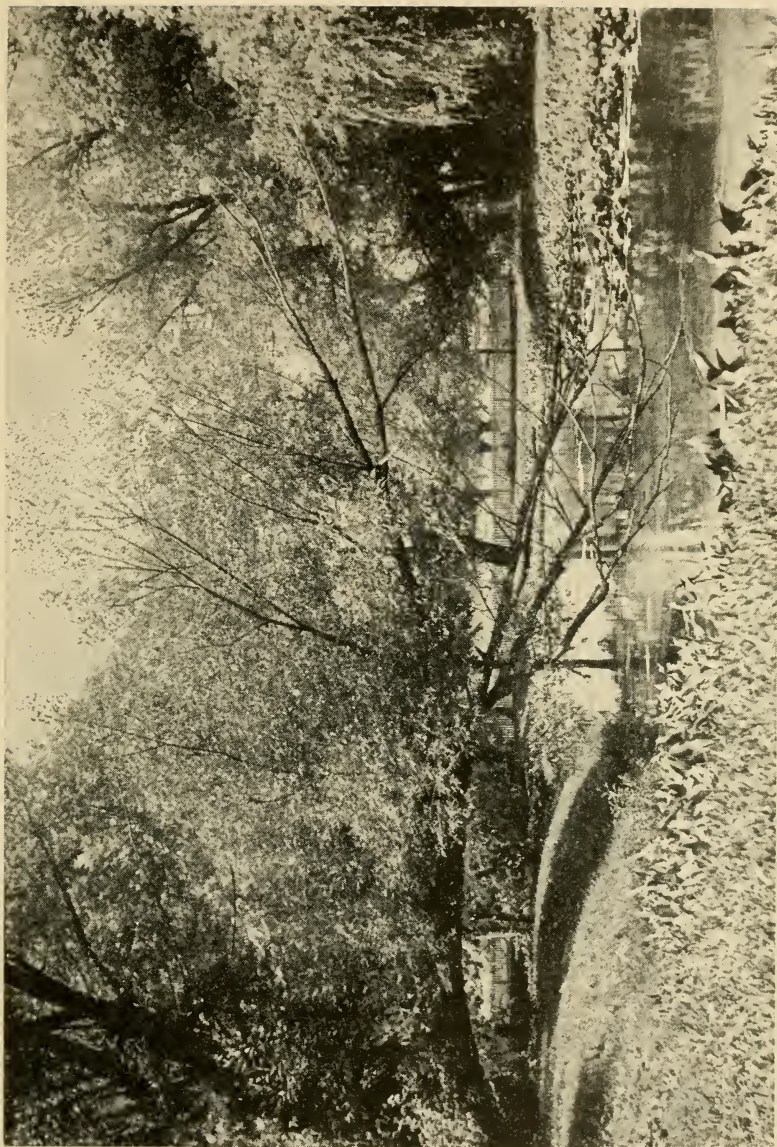
Independent of her magnificent Fair Grounds, St. Louis has a park area of 2,125.30 acres. The parks, eighteen in number, are so situated as to afford convenient places of healthful resort to the people of all parts of the city. All of them except Tower Grove and Lafayette Parks are under the supervision of the city Park Commissioner, who is appointed by the Mayor, subject to the approval of the Municipal Assembly. The names and areas of the different parks, how acquired, original cost and cost of improvements and maintenance are set forth in the following schedule:

Name.	Area in acres.	How and when acquired.	Cost of purchase.	Improve- ment and mainte- nance.	Total cost.
Benton Park	14.30	From city commons. 1866		\$79,337 16	\$79,337 16
Carondelet Park, old limits	3.17	From city commons. 1812		3,037 24	3,037 24
Carondelet Park, new limits	180.00	By purchase	1875	\$140,570 10	130,942 90
Carr Square	2.36	By donation	1842	45,878 35	45,878 35
Forest Park	1,371.94	By purchase	1874	849,058 61	877,584 16
Gamble Park	1.15	Donated by city	1874	13,800 42	13,800 42
Gravois Park	8.26	From city commons. 1812		26,443 44	26,443 44
Hyde Park	11.84	By purchase	1854	36,250 00	94,345 14
Jackson Place	1.62	By donation	1829	27,189 81	27,189 81
Laclede Park	3.17	From city commons. 1812		18,644 65	18,644 65
Lyon Park	10.92	U. S. donation	1872	26,685 57	26,685 57
O'Fallon Park	158.32	By purchase	1875	259,065 35	237,243 57
St. Louis Place	13.88	By donation	1850	94,802 32	94,802 32
South St. Louis Square	1.66	Donated by city	1882	4,020 22	4,020 22
Washington Square	6.00	By purchase	1840	25,000 00	74,025 59
Total	1,788.59	.....	1,309,944 06	1,753,980 54	3,063,924 60

PARKS IN CHARGE OF SPECIAL COMMISSIONERS.

Lafayette Park	29.95	From city commons. 1844		\$411,057 25	\$411,057 25
Tower Grove Park	266.76	Conditional donation 1868		790,390 06	790,390 06
* Compton Hill Res. Park	40.00	Water department	1865	.....	.....
Total	2,125.30	.....	1,309,944 06	2,955,427 85	4,265,371 91

* In charge of Park Commissioner.



SCENE IN SHAW'S GARDEN.



Forest Park is next to Fairmount Park, Philadelphia, the largest in the United States and the tenth largest in the world. In natural scenery it is unsurpassed, and what has been done by art to improve it has been accomplished with good taste. It contains numerous magnificent drives, well-built bridges, lakes and ponds, a deer paddock containing thirty deer, and a buffalo yard, in which are five splendid specimens of that now nearly extinct animal. Here are also the hatcheries of the Missouri Fish Commission.

The famous Shaw Botanical Garden, although not a park, is also open to the public, and is one of the great attractions of St. Louis and a favorite resort of citizens and strangers.

No city in the country is better provided with "breathing places" for her people than ours, and they are a source of health and recreation that cannot be too highly appreciated.



AGRICULTURAL AND MECHANICAL ASSOCIATION.

The annual Fair of the St. Louis Agricultural and Mechanical Association has gained a world-wide reputation as being the greatest exhibition of its character on the continent. In 1856 the inaugural Fair was held, which was rather a small affair when compared with the Fair of the present, at which is congregated exhibits representing every branch of industry in the country, as well as a live stock exhibition unequaled by any the world ever saw. Over \$70,000 is distributed by the Fair Association annually in premiums. The thirty-first annual Fair will be held this year from October 5 to 10, and during the time St. Louis is overflowing with the rural population. In 1876 the management decided to add to its other attractions the zoological gardens, and from year to year additions were made to this feature, so that now the collection of wild beasts, birds, etc., is unequaled by any garden on the continent. The gardens are open every day in the year.

The Fair Grounds are situated in the northwestern part of the city, and the facilities for reaching them are of the best, there being five street car lines running direct to the gates, one of which is a cable line.

The grounds cover over 143 acres, which includes the finest one-mile race course in America, and on which is located that architectural gem, the club house of the association, as well as a grand stand, which is built of solid masonry and iron, and is one of the finest structures of its character to be found anywhere. During the meetings of the St. Louis Jockey Club or the race meetings of the association the finest thoroughbred horses of

this country are in attendance to enter into the contests of speed that are enjoyed as much by the thoroughbred race horse as by those witnessing the sport. The course here has few equals and the management is the acme of success. The panorama lying in view from the grand stand, showing the smoothly rolled mile of track, the inner grounds between the track circle, rich in blue grass, the long line of handsomely built stables beyond, the architecturally beautiful row of houses built by the different agricultural implement firms along the west side and the far-stretching display of well-improved suburban residences, make a picture that would well repay the visitor. Add to this a field of thoroughbred race horses, jockeys mounted, dressed in flashing colors, speeding away at a rate that only racers can, and one has a scene only witnessed on rare occasions.





Globe Democrat Building.

ISAAC S. TAYLOR, Architect.

GRAFTON STONE CO., Foundation.

ST. LOUIS CUT STONE CO., Cut Stone.

CRESCENT PLANING MILL, Mill Work.

S. H. HOFMAN, Builder.

HYDRAULIC-PRESS BRICK CO., Brick.

THE UNION IRON WORKS & FOUNDRY CO., Iron.

J. M. SELLERS, Roofing.

THE DAILY PRESS.

St. Louis newspapers compare favorably with any of our cities in the mental pabulum they furnish to the public. Notably is this the case with the *Globe-Democrat*, which furnishes more news and spends more money for telegraphic matter than any paper in the country. In its circulation it largely leads all others here; so much so that their Sunday edition has more paid circulation than all the rest combined. In politics it is Republican, but this does not prevent them from giving to the public all the news, and just as it happens, without regard to their opinions. It is ably edited by Mr. J. B. McCullagh, whose scent for matter that will interest the public is not equaled by any editorial management in the country. Mr. D. M. Houser, the President, is a newspaper man of ripe experience and thorough business tact; he furnishes the "sinews of war," and to his liberal expenditure of money in furnishing the news is largely due its success. The business department is in the hands of Mr. S. Ray, the Secretary, who is thoroughly posted in its details, which makes a combination not excelled in any newspaper office. They are now erecting one of the finest newspaper buildings in the country, which will be equipped with all the latest appliances for modern journalism. It is situated on the corner of Sixth and Pine.

The St. Louis *Republic*, Democratic, is the oldest paper in the city, having been established as the *Missouri Gazette* in July, 1808. It took a prominent part in the early history of the city, and its files preserve to posterity many of the interesting incidents of those days. In 1822 the name of the paper was changed to the *Missouri Republican*; on May 31, 1888, to the St. Louis *Republic*.

Post-Dispatch, an afternoon daily, also Sunday morning, is independent in politics. This paper is located on Olive street, between Broadway and Sixth street. It is without doubt the best evening paper in the country.

The *Evening Chronicle*.—This paper was established July 3, 1880, by a company which also owns the Cincinnati *Evening Post*, the Detroit *News* and the Cleveland (O.) *Evening Press*. It was intended to fill the demand of all great cities for a paper which will give all the news in a condensed form at a low price.

The *Star-Sayings* is the latest addition to the daily press, and is the outgrowth of the *Sunday Sayings*, a paper issued until lately only on that day. The increasing patronage of the *Sunday Sayings* prompted the management to enter the daily field with an afternoon paper, which they did at the low price of two cents. It is bright, full of good matter, and Republican in politics. Their building is at 105 North Sixth street.

Anzeiger des Westens.—This is the oldest German paper in the city, its first number having appeared on October 31, 1835. Its editorial matter is thoughtful and scholarly, and it is the recognized exponent of Democratic principles. Its news columns are well conducted and complete, and it enjoys a large circulation. The location is on North Third street.

Westliche Post.—This influential newspaper was originally established in 1857. The paper moved to its present commodious premises in 1874. The paper is Republican in politics, and in all the attributes of advanced journalism is one of the best newspapers in the land. It owns the building occupied by it, which is at the corner of Broadway and Market street.

Amerika.—This paper was established in 1872 by the German Literary Society, and has since enjoyed the favor of a large and increasing circle of readers. Its editor has been connected with the paper from its inception, first as assistant editor, and since 1878 in his present position, and has contributed largely to its success by the force and elegance of his editorial

work. The paper is Democratic in politics, and publishes morning, Sunday and weekly editions at its building on North Third street.

The St. Louis *Tribune* is an evening paper of great force in the presentation of news. It especially represents the extreme or stalwart wing of the German Republicans.

Of other publications in St. Louis there are hundreds—denominational, society, athletic, agricultural, medical, railway, trades, mining, etc.



STREET RAILWAYS.

St. Louis justly lays claim to being the best-paved city in the West. She may also, with equal justice, claim to be among those having the best street railway service. It is within only a few years that the desire for "rapid transit" seized our people. Before that period we had been content with the slow-dragging "double-ender," painfully and uncertainly propelled by mule or horse power, and the universally anathematized "bobtail" and its solitary little mule, not much larger than and just about as reliable as a "burro," for a motor.

We have changed all that, however, since we became the "electric city." The horse and mule have been relegated to more suitable employment, the old-fashioned cars and the despised "bobtail" have disappeared almost entirely, and the cable and electric cars, elegantly and substantially built and luxuriously upholstered and appointed, have replaced them.

St. Louis now has twenty-five street car lines; of these fifteen are run by electricity, five by cable and five by horse power. It is more than probable, too, that ere this article appears in print the motor of the last-mentioned five will be either electric or cable.

It would seem from the number of electric roads, or, perhaps, we should say roads operated by electricity, that the electric motor has proven superior to the cable. On the score of "rapid transit," it undoubtedly has; on that of economy, it is a mooted question which is preferable. It is said that for a route on which travel is heavy the cable is cheaper, and that where it is light electricity is in every way better. This is a question for capitalists interested to decide. It has been dem-

onstrated in St. Louis that territory traversed by the principal electric lines, viz.: the Union Depot line, of which John Scullin is the proprietor, and which traverses the city from the Union Market by a circuitous route through a well-populated territory to Maryville, was the first electric road built, and has done more to increase the value of property all along its line during the short period since its completion than its predecessors, the horse railroads, had done in many years. So with the Lindell road, of which George D. Capen is the life and soul. This road, starting from the bridge, runs one line of cars along Washington, Delmar, Taylor and other streets and avenues to Forest Park; a branch diverging at Vandeventer and running to the Fair Grounds; another line leaves Washington avenue at Fourteenth street, and runs due south and west to Chouteau avenue, thence west and south to Tower Grove Park.

The South St. Louis Line begins at Sixth and Market streets and goes clear through to the southern limits of South St. Louis or Carondelet.

The Missouri Railroad Company, of which Mr. Chouteau Maffit is the ruling spirit, transports passengers via Market and Chestnut streets to Forest Park and to the region intersected by the Manchester road.

The Mound City and Bellefontaine roads, which run to the extreme northwest and to the Water Tower districts, are managed by that veteran street railroad man, Robert McCulloch.

On the lines of all these roads houses have gone up like magic, and the population and value of property have increased about 30 per cent.

The same may be said in a less degree of the cable roads, one of which traverses the city along Broadway from Baden to South St. Louis; three others from the east side to the western suburbs, on different streets and avenues, and still another from Fourth and Morgan streets south to Chouteau avenue, thence west and south to Shaw's Garden and Tower Grove Park.

RAILROADS.

A definite idea of the importance of St. Louis as a railroad center may be inferred from the fact that, of the 5,967 miles of railway constructed during 1890, 1,263 miles, nearly one-quarter of the whole amount, were built in States directly tributary to this city.

The total railroad mileage of the United States on January 1, 1891, was 167,264, and the nineteen roads centering here claim of this 28,548 miles. The traffic on these St. Louis roads shows for 1890 an increase of 13 per cent. over the preceding years. Heavy shipments were made to the Atlantic seaboard for exportation to England, Germany, France, Belgium, Holland, Austria, Saxony, Russia, Switzerland, Canada, Scotland, Ireland, Norway and Denmark. Also to Central and South America, Cuba and Mexico.

The erection at an early day of a magnificent Union Depot is a foregone conclusion. All the necessary arrangements are nearly completed, and ere another year rolls around this much-needed improvement shall have been accomplished, and St. Louis railway facilities and conveniences will then be second to those of no city in the Union. The following is a correct list of the railroads centering here and their mileage:

NAME OF ROAD.	MILEAGE.
Chicago, Burlington & Quincy Railroad.....	6,646
Missouri Pacific Railroad.....	5,094
Louisville & Nashville Railroad.....	2,664
Cleveland, Cincinnati, Chicago & St. Louis Railroad.....	2,133
Wabash Railroad.....	2,078
Missouri, Kansas & Texas Railroad... ..	1,828
Louisville, Evansville & St. Louis (Mackey lines).....	1,415
St. Louis & San Francisco Railroad.....	1,441
St. Louis, Arkansas & Texas Railroad.....	1,222
Chicago & Alton Railroad.....	850
Mobile & Ohio Railroad.....	688
Ohio & Mississippi Railroad	624
Jacksonville & Southeastern Railroad.....	405
Terre Haute & Indianapolis (Vandalia Line).....	475
Toledo, St. Louis & Kansas City Railroad.....	451
St. Louis, Alton & Terre Haute (Cairo Short Line).....	240
St. Louis & Hannibal Railroad.....	128
St. Louis, Alton & Springfield Railroad.....	105
St. Louis, Kansas City & Colorado Railroad.....	61
Total mileage.....	28,548

St. Louis owes its proud title of "Queen of the Mississippi Valley" to the railroads and the opportunities which they have given for carrying on its traffic with all parts of the West and Southwest. The first road to throw its lines out into the wilderness to the westward was the Missouri Pacific Railway. The position which it held forty years ago it still maintains—the first of St. Louis railroads; the pioneer of them all, it is still St. Louis' greatest system. With its two great arms, one stretching out into the West and the other into the Southwest, it gathers up the commerce of an empire and dumps it into the lap of St. Louis.

The main line, extending along the valley of the Missouri, taps the richest grain-producing portion of the State. Its important branches, extending into Southwestern Missouri, reach the extensive lead, zinc and coal fields and rich farming lands of that region. From Kansas City the main artery extends northward along the rich valley of the Missouri, reaching to Omaha and Lincoln. Another extensive branch penetrates the rich counties of Northern Kansas, from Atchison westward. One of the most important portions of this system, which was completed in recent years, and has acted as an important adjunct to St. Louis' extensive commerce, is what is known as the "Colorado Short Line," a portion of the system which forms a western extension from Kansas City to Pueblo; not only placing this city in direct communication with the rich agricultural region of Central Kansas, but making the rich mines of gold, silver, iron and coal in Colorado contribute their treasures to swell the importance of St. Louis. Scarcely any portion of Kansas is left without a branch of the Missouri Pacific system. South of the "Colorado Short Line" extends the Fort Scott, Wichita and Western Division, from Fort Scott to Wichita, Hutchinson and Kiowa. In the extreme southern portion of the State, from Chetopa westward, extends the Denver, Memphis and Atlantic, another important feeder of the system. A still more recent addition to the lines was the completion of the Kan-

sas and Arkansas Valley Division, from Coffeyville to Fort Smith, where it connects with the Arkansas lines, opening up a large new territory, and placing Kansas City in direct communication with the South and Southwest.

The Iron Mountain stem of the system commencing at St. Louis, the main line runs southwestward through the great Ozark iron region of Eastern Missouri, through the timbered tracts of Arkansas and its cotton and fruit lands, to Texarkana.



on the border of the State. So extensive have been the ramifications of this road in Arkansas in recent years that the general reader must have lost sight of the great progress made in this State. Coming down the Arkansas River Valley from Fort Smith is the Little Rock and Fort Smith Division, which carries an enormous traffic. From Little Rock to the eastward the Memphis Branch, a new line, places the State in direct communi-

cation with Tennessee's metropolis—Memphis—and the East, while a branch extending from Knobel, on the main line, to Memphis, places that city and St. Louis in direct commercial communication. Another branch extends from Little Rock, the capital of the State, southeast to Arkansas City, on the Mississippi River, where it has connection with lines from New Orleans and the Southwest. The latest extension, and one of the most important, is that from a point on the division just mentioned, in Southeastern Arkansas, down into the untouched timber regions of that part of the State and Northern Louisiana, and known as the "Houston, Central Arkansas and Northern Line." This branch opens up an exceedingly rich cotton, sugar and fruit territory, and will soon be completed through to Alexandria, on the Texas and Pacific road, and will give St. Louis its most direct line to New Orleans.

The equipment of the Missouri Pacific Railway and Iron Mountain Route for passenger travel is unexcelled in this sort of service. Four daily passenger trains run west to Kansas City, carrying free reclining chair cars and through Pullman buffet sleepers. These latter are continued on through to Leavenworth, Atchison, St. Joseph, Lincoln and Omaha, to the westward, from St. Louis without change, to Pueblo and Denver via their own lines, and in connection with other roads to Denver, Cheyenne, Ogden and Salt Lake City, to which points no change is necessary, and from St. Louis to Fort Scott and Wichita. Free reclining chair cars are run to Memphis, Little Rock, Malvern and Texarkana. Through Pullman buffet sleeping cars without change to Memphis, Little Rock, Hot Springs, Texarkana, Houston, Galveston, Austin, San Antonio and Laredo, connecting direct for the City of Mexico; Dallas, Fort Worth and El Paso, connecting for California. And in addition to this, similar equipment is run between Kansas City, Little Rock and Hot Springs by way of the Wagoner Route and Fort Smith.



THE CHICAGO AND ALTON RAILROAD.—The three great cities of the West—St. Louis, Chicago and Kansas City—are linked together by this unexcelled railroad. The line from St. Louis to Chicago is 283 miles; from St. Louis to Kansas City 323 miles, and from Chicago to Kansas City 488 miles. In addition to its excellent location for controlling traffic between

the three large commercial centers named, a glance at the map will show that it runs through the finest agricultural lands and mineral regions of Illinois and Missouri and, necessarily, touches many of the largest and most thrifty commercial and manufacturing cities in the States traversed by it. The location of the Chicago and Alton railroad is the first explanation of its success.

Next in importance to its location is its management. In this respect it occupies an unique position. While considerable of its shares are held by small investors, the majority of its stock is owned by a few well-known, conservative men, who make up the directory, and who give this compact piece of property their almost undivided attention. The officers of the company are nearly all old-time employes, who have worked up from the ranks, thoroughly acquainted with the road and its patrons, and universally respected by its employes, who, in turn, are noted for their extreme loyalty to the company.

There are no “stock jobbers” among the directors or officers of the Alton Company, and being entirely free from Wall Street influences and dictation, the officers of the company are backed up fearlessly by the directory in every fair and honorable fight that they are compelled to make in behalf of the interests of the company.

The Chicago and Alton, however, is not more renowned

for its conservative and successful financial policy than for its progressive methods. This line has the proud record of being the first line to introduce "Pullman sleeping cars," the first line to run a "dining car," the first line to adopt "reclining chair cars," and although not the first line to adopt the vestibule system, it was the first line to incorporate sleeping cars, reclining chair cars and dining cars in a solid vestibuled train, and it is to-day the only line running such "solid vestibuled trains" between St. Louis and Chicago, St. Louis and Kansas City and Chicago and Kansas City. It has also recently adopted the "Pintsch gas system" of lighting its trains—a new invention—insuring the brightest, pleasantest and most reliable light ever introduced on any train.

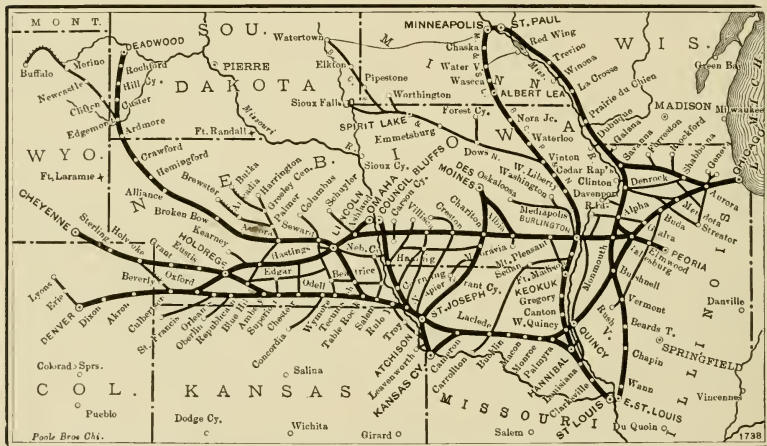
George M. Pullman does not forget that the Chicago and Alton Railroad was the first line to appreciate his genius by giving him permission to run his "first sleeper" over that road. There is nothing that the Pullman Company can devise that is too good for the "Alton." Everybody has read of the recent "palaces on wheels" in the shape of "compartment sleeping cars" on night trains, and "parlor day cars" on day trains, which have been put in service on the Alton road between St. Louis and Chicago. Space forbids, as language fails, to describe the surpassing beauty of these cars. Suffice it to say that they simply but surely outclass anything on wheels in this or any other country.

The road-bed of the Chicago and Alton line is perfect. It is the only completely stone ballasted line between St. Louis and Chicago, St. Louis and Kansas City and Chicago and Kansas City. Its bridges are all iron, steel and stone. No dust; no accidents; no delays.

Connections are made in Union Depots in St. Louis, East St. Louis, Chicago, Kansas City and Bloomington.

THE BURLINGTON ROUTE.—There is scarcely a man, woman or child in this big United States that has not heard of

the "Burlington Route," so well has it been made known by the lively passenger agents that work for it. But they have not said anything about it that was not true, so well are its affairs managed and so much of this vast country does it cover. When one thinks of 7,000 miles of track it is almost beyond comprehension; and when we know that hundreds of well-filled passenger trains are constantly going over the fertile territory that it spans, some idea can be formed of the immense business that it does. A glance at the map which accompanies this article will convey some idea of the vast territory it covers and of the number of cities and towns you can reach by traveling this way. Is it for pleasure or to locate a farm, get your ticket over the



"Burlington." Full information will be given you at any of their ticket offices and stations.

The Burlington Route is the model railroad of the West, and is the name of a first-class railroad from Chicago, Peoria and St. Louis to and between the principal cities and towns of Illinois, Iowa, Missouri, Wisconsin, Minnesota, Nebraska and Colorado. The 7,000 miles of this great road pass into and through the farming regions of these great States, reach Dead-

wood, South Dakota, and the new mining country of the Black Hills. Along the lines of the Burlington Route are the best opportunities in the West, Northwest and Southwest for the farmer, the manufacturer, the merchant, the miller, the miner and the pleasure seeker.

The Burlington Route runs through passenger trains every day in the year between St. Louis, Chicago and Peoria, Kansas City, Atchison, St. Joseph, Council Bluffs, Omaha, Lincoln, Denver, St. Paul and Minneapolis, making connections at these points with all Eastern and Western roads, and giving the traveling public unequalled facilities.

For speed, safety, comfort, character of equipment and track, and efficient service for passengers and freight, it is unexcelled.

For further information, tickets, rates, etc., call on your nearest railroad agent, or address

HOWARD ELLIOTT, G. F. & P. A.,
C. M. LEVEY, Gen'l Supt., St. Louis, Mo.
Keokuk, Iowa.

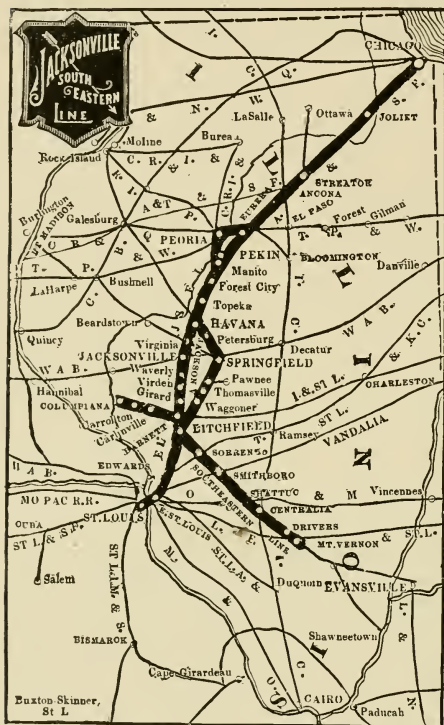
THE JACKSONVILLE SOUTHEASTERN LINE opened up for business in St. Louis in November, 1890, they having built from Litchfield direct into East St. Louis. In December, 1890, a through traffic arrangement was made by the Jacksonville Southeastern Line and A., T. & S. F. R. R., and through passenger trains, composed of elegant, new, Pullman palace sleeping cars, reclining chair cars and comfortable coaches, were put in service between St. Louis and Chicago, passing through the most important cities of Illinois—Litchfield, Jacksonville, Pekin, Peoria, Streator, Joliet, and many other cities of importance. The Jacksonville Southeastern Line is the only direct line running through trains between St. Louis and Peoria and Peoria and Springfield. This line also operates between Springfield and Mt. Vernon, and Columbiana and Litchfield; the total mileage of this system being 405 miles.

On April 18, 1891, this new Chicago line placed in service some of the finest buffet compartment sleeping cars ever built by the Pullman Company, and they are pronounced by all as being the finest, handsomest and most convenient cars ever run between St. Louis and Chicago.

If you have ever heard of the handsome "Red Express," it is the train being run by this line.

We are looking to the comfort of our passengers, and nothing will be left undone to make this the popular route between the two great cities of the West, St. Louis and Chicago. The officials of this line are courteous, and always willing to inform the traveling public of rates, routes, time of trains, etc. The

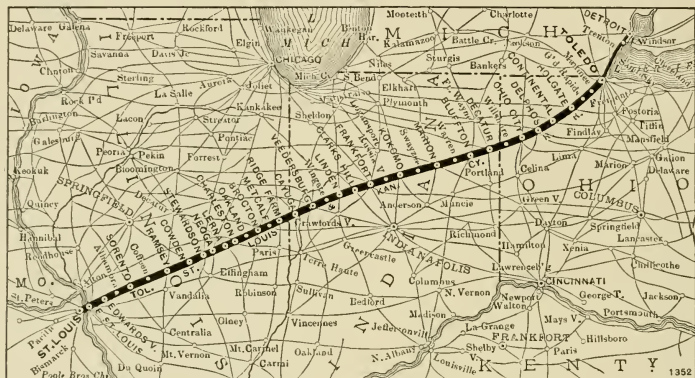
general offices are located in Jacksonville, Ill., Mr. D. W. Rider being Superintendent, W. W. Kent, General Passenger Agent, W. C. Alvord, General Freight Agent, E. A. Nixon, Assistant General Freight Agent. W. M. Bushnell, Commercial Agent, and H. A. Suttle, General Agent Passenger Department, are located in this city, at 513 Chestnut street. Ticket offices at 101 North Broadway and Union Depot.





THE TOLEDO, ST. LOUIS AND KANSAS CITY R. R. extends in a northeasterly direction from St. Louis, and traversing the States of Illinois, Indiana and Northwestern Ohio, terminates at Toledo, in the latter State, where connections are made in the same station with through trains to all points East. Its road-bed and equipment are unexcelled, and the section of our country it penetrates is unsurpassed. Leaving the Union Depot at St. Louis, the traveler is literally hurled through the sulphurous fumes of the black tunnel into the bright sunshine of one of God's fairest regions. Into the rich farms and green pastures, dotted here and there with the substantial looking farmhouses which decorate the undulating bosom of the great rolling prairies of Central Illinois, and ever and anon the shrill whistle and sudden stop proclaims the thriving town or prosperous city. One hundred and eighty-four miles from St. Louis and the Indiana State Line is crossed. Thence across the Hoosier State, through the cities of Frankfort, Kokomo, Marion and others, whose wonderful development bespeaks the bountiful resources of the surrounding country which can contribute to such prosperity. Three hundred and fifty-one miles from St. Louis and the traveler is whizzed across the Ohio State Line, and once in the confines of the natural gas region he sees in full blast the many industries which have been fostered and stimulated by that beneficent fuel manufactured by Mother Nature deep in the bowels of the earth, where neither trusts nor barriers can stop or impede its inexhaustible production. Four hundred and fifty-one miles from St. Louis and the broad bosom of Lake Erie gladdens the eye, and the inland habitant sniffs the fresh lake breeze and counts the white sails, or watches the long line of dark smoke which proclaims the passing steamer on the far horizon. The hoarse cry, "Union Depot, all out for Toledo," announces the terminus of the Clover Leaf Route. Here passengers for the East connect with through trains for Buffalo, New York, Boston, Montreal, Quebec and all principal points. Here the

vessels, which ply the great lakes, receive their consignments of grain and merchandise to be transported via the natural waterways to the Eastern ports and far beyond. Here the traveler gives a retrospective glance at the line just traversed. He remembers with pleasure the luxuriously appointed vestibule train, fitted with all the conveniences which science and inge-



nuity can devise for the comfort and safety of the traveling public. He remembers the rhythmic click of the trucks, a pleasant accompaniment to lazy thoughts, and contrasts it with the shaking and jarring undergone on other roads. He congratulates himself on his choice of the new route, and promises himself in future he will always go East via the "Clover Leaf Route," purchasing his ticket at the ticket office, 215 N. Fourth street, St. Louis.

THE ST. LOUIS TRANSFER COMPANY.—This old and well-established carrier was chartered before the war, when all the traffic between the east and west shores of the Mississippi at this city was done only on ferry boats; then, as now, always prompt and efficient in the carriage of passengers, baggage and freight.

A step in advance of most other cities was made when the baggage of the passenger was checked directly from his hotel or residence to its point of destination, thus avoiding all trouble and

delay at the Union Depot. The agents of the Transfer Company are also to be found on all incoming trains, to receive the checks and directions of passengers as to delivery of baggage, while well-equipped carriages stand ready to convey the passenger to his destination in the city.

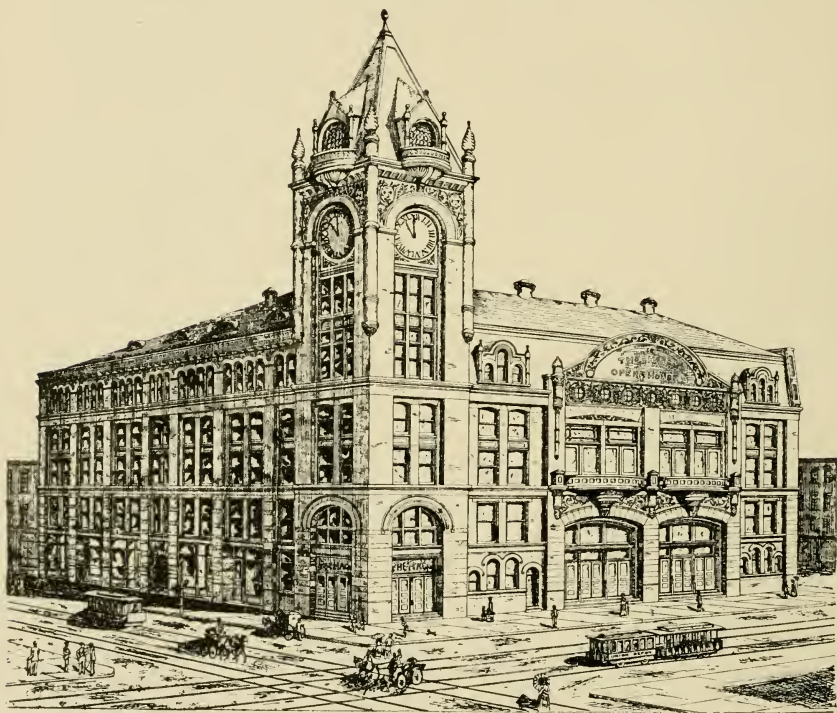
The general office of the Transfer Company is corner Market and Broadway.

The present officers of the company are: R. P. Tansey, President and Manager; S. H. Klinger, Manager; G. B. Walls, Treasurer; B. M. Tansey, Secretary and Auditor; W. F. Tufts, Superintendent; Howard Stanton, General Agent.



AMUSEMENTS.

The latest accession to places of amusement is the Hagan. The building will be five stories in height, surmounted by



The Hagan Theater.

a tower on Tenth and Pine streets 150 feet high. In this tower will be placed an immense clock, showing the time through four large illuminated dials. As can be seen, the building will be of

pressed brick with stone trimmings. The walls are all very heavy, 26 inches thick, interior as well as exterior. The face of the house will be on the Tenth street side, while the Pine street side will be devoted to business purposes. The entrance to the theater will be from both Tenth and Pine. The support of the tower is directly on the corner, with large entrances on either side of it. Entering, the patrons of The Hagan will walk over a floor laid with mosaic tiling, while just ahead will be seen two solid marble staircases, uniting on a turn and ascending to the balcony. The lobby will be 23 feet long, 40 feet wide and 40 feet high and surmounted by a glass dome.

The auditorium will be frescoed from top to bottom, and the decorations will be the finest that can be bought. The seats will be of the most modern and costly patterns, being rated at \$9.50 to \$10 each. The boxes will be 14 in number, two grand ones and one large box on either side on the first and second floors, with a large box spanning these on the third floor. These boxes will be of the lightest material possible consistent with strength, large pillars and ungainly railings being avoided. The draperies and decorations will be of the richest description. In addition there will be beautifully upholstered sofas in all parts of the theater. There will be several suites of rooms for the use of ladies, a parlor and a reception-room, an interior room and a toilet-room, the latter supplied with several stationary washstands, with hot and cold water. There will also be a gentlemen's lounging and smoking-room. To the south of the entrance will be a luxurious office for the comfort of the manager, and beyond this apartments for the employees.

There will be a fine drop curtain and a second drop of asbestos. Old methods will be abandoned in handling scenery, all of which is to be raised and lowered by an electric motor. Electric fans will also be used for the ventilation of the house, forcing air through the pipes.

In selecting the site for the house Mr. Hagan chose one central to all the cable, electric and street railway lines in the

city. On the east is the Cass avenue, South St. Louis, Broadway and Fourth street roads; the Market street and Laclede avenue on the south; the Blue line on the west, and the Olive street, Cable and Western, Northern Central, St. Louis avenue, Washington avenue, Benton and Bellefontaine and Citizens' on the north, while it is directly on the Union Depot and the Mound City lines. The work will all be done under the direction of Architect MacElfatrick, who is also a director of the company. The contracts have all been awarded, R. P. McClure having just been granted a building permit from the city for a \$100,000 structure. This and other extras will make the cost over \$150,000.

The Hagan is being erected by the Hagan Opera House Co., a joint stock organization, the stock of which is held by Messrs. Oliver L. Hagan, John H. Havlin, J. B. MacElfatrick and Rufus J. Delano, and of which Mr. Hagan is president, Mr. Havlin vice-president, and Mr. MacElfatrick secretary. The theater, however, will be under the management, one of the most remarkably successful in the country, of Havlin & Hagan. They will be the sole managers, and will conduct the house as a strictly high class one, at prices ranging from 25 cents to \$1.50.

Mr. Hagan, the president of the company, is one of the best known, most popular and most energetic managers St. Louis has ever had.

Mr. Havlin, who has headquarters in Cincinnati, with houses in that city, Chicago and St. Louis, is one of the best known and hardest working managers in the country, with a reputation in the profession which is envied by all.

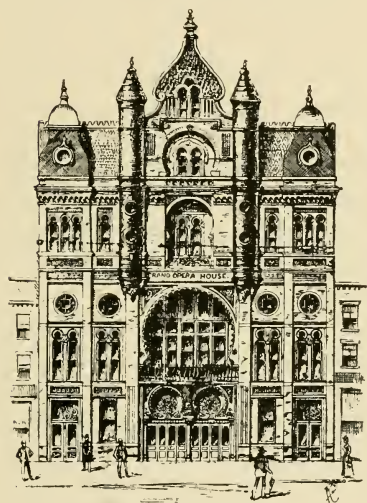
Mr. MacElfatrick is one of the best known and most capable theatrical architects in the country.

Mr. Delano is a well-known St. Louis attorney, and has had a great deal to do with theatrical matters as general attorney of Havlin & Hagan.

GRAND OPERA HOUSE.—This now palatial theater was opened first to the public on May 10, 1852, as the Varieties

Theater, and during several seasons thereafter was one of the largest variety houses in the West, producing some grand spectacular pieces, the Black Crook, for instance, which had a run of several months, bringing to the city thousands from the neighboring towns to witness its presentation, which was acknowledged to have been the most elaborate and gorgeous presentation of that extravaganza ever put upon the stage. After changing hands and being entirely rearranged, it was opened as a first-class theater August 29, 1881. It was destroyed by fire on May

28th, 1884, and was rebuilt and opened September 14, 1885. The interior and exterior is in the Moresque style of decoration and architecture. The seating capacity is 2,300, which includes a double tier of proscenium boxes, which are perfect gems. All the leading stars have been seen upon its stage, and on the visits of Edwin Booth, Miss Mary Anderson, Joe Emmet, and Grand Opera, even standing room is not available. Mr. John W. Norton, once an actor of renown, but now retired from the stage except for an occa-



Grand Opera House.

sional charitable benefit, is the proprietor and manager. Mr. George McManus is the treasurer.

OLYMPIC THEATER.—The old Olympic, as it is now remembered, was as familiar to theater-goers as any place of amusement could be. Its location, on the site of the present one, was so central, its lobby so wide and inviting, its pit so easy of access, the dress circle so charming, that if the play was only fair, the house was full. In its day the pit was only patronized

by the mob—that is, all men—and the second tier was the fashionable or more expensive seating. This is all reversed nowadays. The first Olympic was opened on November 25th, 1867, and continued up to 1881, when the owner concluded to erect a more modern structure, which was done, and the new Olympic was thrown open on September 11th, 1882, with Mr. J. K. Emmet on the boards; and as Joe Emmet was a St. Louisan, it is hardly necessary to say that the house was filled to its utmost. When it was rebuilt nothing was left out of its construction, furnishing or decoration to prevent making it a model place of amusement, but everything modern was included, even to expensive hand-carved woodwork, that ornaments the whole interior. The capacity of the house is 2,400, but on several occasions there have been 3,000 people present. The attractions offered during the season include the best companies in drama and operas. The largest receipts during any one engagement were those of Booth and Barrett, “Bunch of Keys” and J. K. Emmet. Mr. Charles A. Spalding is proprietor and manager, and Mr. Pat Short business manager.

POPE’S THEATER—Ninth and Olive. Perfect ventilation; sixteen exits. John H. Havlin and O. L. Hagan, proprietors and managers; E. A. Elliott, business manager. This is one of the most popular theaters in town; is situated in the heart of the city, within easy reach of all the hotels and street railroads. Popular prices prevail here, and this, with the best of attractions, make it a money-making institution. The best minstrel, pantomime and melodramatic shows frequent this house, and there is not a more pleasant resort to visit.

HAVLIN’S THEATER.—This popular amusement house is situated at the southwest corner of Sixth and Walnut streets, a very convenient location for the theater-going public. It was erected in 1880 for Messrs. Robertson & Mitchell, and was managed by them until 1885, when Mr. Mitchell became sole proprietor. After the death of Mr. Mitchell Mr. Havlin became the proprietor. The main entrance is on Sixth street, with an addi-

tional entrance on same street for the gallery. Exits are provided on the south through a private alleyway, and on the north via Walnut street. The decorations are in fresco and plush, the double tier of private boxes are handsomely upholstered, and the drop curtain represents a scene in Venice. The capacity of the house is divided as follows: Parquette and Dress Circle, 765 seats; Family Circle, second tier, 487 seats; Gallery, 1,000. The attractions booked for this house include comedy, melodrama, and occasionally opera bouffe.

STANDARD THEATER.—In 1883 Mr. Edward Butler and J. McEntire erected the Standard, since which it has become one of the best patronized theaters in the city. It is located on the northwest corner of Walnut and Seventh streets, with entrance for parquette and balcony through lobby on Walnut street. Every precaution is taken to prevent accidents and against fire, there being exits on the east through private way, on the west by Seventh street and north by public alleyway. The interior is handsomely decorated, including an upper and lower tier of boxes, and the house accommodates very comfortably in parquette and parquette circle, 900; balcony, 525, and gallery, 1,000. It was opened by the presentation of the drama, "Power of Money," and continues to offer the best attractions in comedy, burlesque, the drama, etc. W. H. Smith is present manager.

PICKWICK THEATER.—This snug place of amusement is located in the residence district (central western), at Jefferson and Washington avenues, and was intended first for a summer garden with stage attachment, then as a regular theater for all visiting troupes. The garden part has been abandoned, however, and the building, which is of brick and quite commodious, contains a very complete stage setting, with parquette, seating some 500 people. The local dramatic and operatic talent give most of their entertainments here, besides which it is used as a lecture hall.

UHRIG'S CAVE.—This is strictly a summer garden theater, and during the warm term light opera holds forth in all its splen-

dor, and generally by some very excellent operatic company. The audience have seats—about 3,000—commanding a view of the stage while the acts are on, between which they can stroll or sit and sip ices or light beverages at their pleasure. The location is Locust street and Jefferson avenue. Mr. McNeary is lessee and manager.

APOLLO HALL—A small theater on South Fourth street, is quite a neat place for amusement performances, and is usually open during the summer with some light attraction.

LIEDERKRANZ HALL, situated on Chouteau avenue and Thirteenth street, is splendidly arranged for social gatherings, and many of the dancing parties, hops and club entertainments take place there.

SCHNAIDER'S GARDEN has had a national fame as an open air resort. It used to be no uncommon thing to see from five to ten thousand people there of an evening. The whole enclosed space is brilliantly lighted, seats with tables are scattered throughout, flowers, shade trees and grottoes abound, and there are three separate music pavilions, from which music of rare quality is heard. It is quite a handsome place, but many of its attractive features have been shorn to make place for building improvements. There are some smaller but very handsome gardens throughout the city, where one can spend a summer evening, enjoying the fresh air with a glass of beer or wine, and at the same time listen to the sound of splendid music.

THE EXPOSITION BUILDING.—The Exposition and Music Hall building is the largest and grandest ever used for exposition purposes in the United States, excepting those of the Centennial. It occupies the very central location bounded by Olive, St. Charles, Thirteenth and Fourteenth streets. It is on the old site of Missouri Park, which occupied six and one-fourth acres. The dimensions are 506 feet in length by 332 feet in width, and contains 280,000 feet of space. The building was erected at a cost of \$750,000, and in the incredibly short time of one year.

The first Exposition was opened September 3d, 1884, by a grand street pageant of the Trades Association, grandly illuminated streets, and other appropriate ceremonies. The most successful expositions in attendance and financially have been those given at St. Louis. The building is an elegant and imposing structure, to which no cut seems to do justice. It is built of brick, cut stone and terra cotta, with three grand entrances on Olive street, and one each on Thirteenth and Fourteenth streets. The first floor is devoted to live machinery, exhibits of which have been the largest ever made. The other floors are devoted to fine displays that have never been excelled, as is conceded by those who are in a position to know.

GRAND MUSIC HALL.—So extensive is the Exposition Building that one is surprised to find in its very center the largest music hall in the country, with a seating capacity of 4,000, and standing-room for 2,000 more. The stage is larger than any in New York, and has a full complement of the finest scenery. A grand organ, the finest and largest in the city, is located at the back of the stage. The opening of the Exposition is usually early in September, and continues forty days. Gilmore's Band, of New York, sixty-five pieces, plays afternoon and evening, and there is some special feature for each of the forty days.

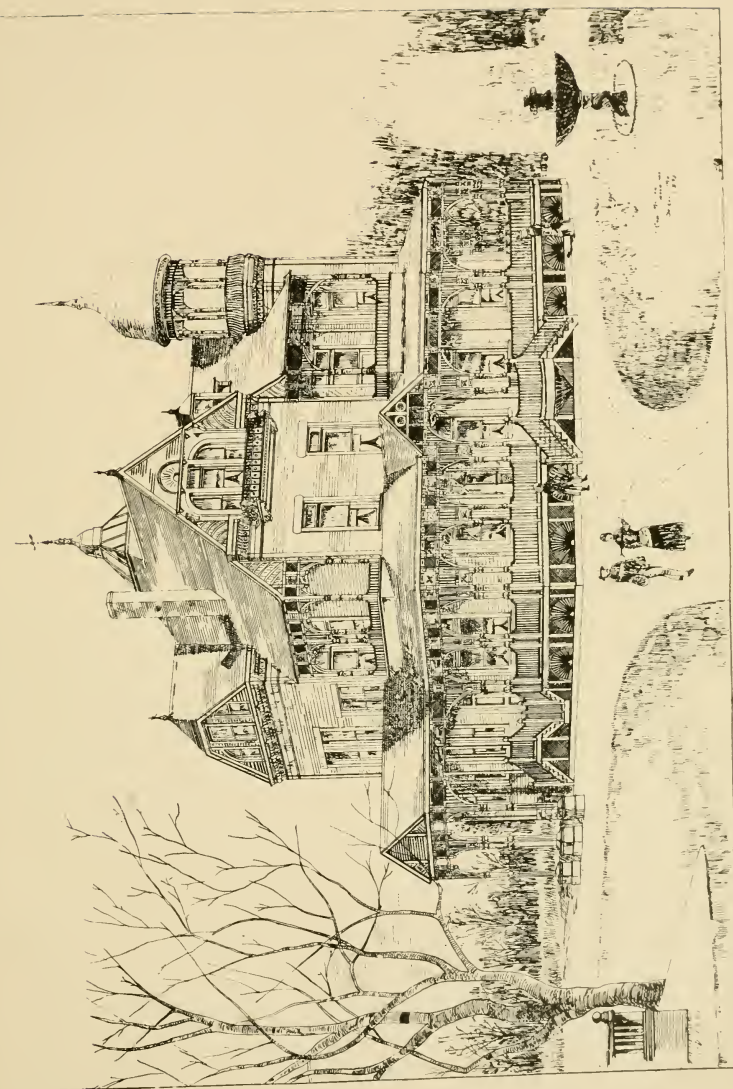
ENTERTAINMENT HALL is also under the same roof, seating 1,500 persons; is beautifully fitted up with all stage and other accessories. On the Olive street front are the ladies' parlors, Exposition post office, cloak rooms, offices, etc. The entire building is lighted with electricity. The Music Hall is kept perfectly ventilated by an immense fan (which is located on the first floor). The fire department, boilers and engine are located in separate buildings opposite, on Thirteenth street.

THE GRAND CARNIVAL SEASON, or Autumnal Festivities, commence with the opening of the Exposition, and usually continue about seven weeks. The illumination of miles of the

streets by a hundred thousand gas lights, with colored globes, is the grandest sight to be witnessed on the continent, and has attracted not only persons from our own distant cities, but from abroad visitors come to witness this brilliant sight, which out-rivals anything of the kind ever attempted. At many of the cross streets are arches of exquisite designs, in colored lights, that almost defy description.

THE NOXON-TOOMEY SCENIC Co. has furnished the stage scenery, etc., for all the principal theaters of St. Louis, and since the birth of the Veiled Prophets has furnished designs for its floats and tableau.





RESIDENCE CLARENCE O'FALLON.
Normandy.

L. CASS MILLER, Architect.



HOTELS AND RESTAURANTS.

THE SOUTHERN.—This splendid establishment was erected on the site of the Old Southern Hotel, which was destroyed by fire April 11, 1877. It was erected by the Hon. Thomas Allen, a man who did very much to build up the general interests of St. Louis. It fronts on Walnut street, extending from Broadway to Fourth street, along which it stretches to Elm street, thence three-fourths of the block toward Broadway again, leaving a small space on the corner of Broadway and Elm, which belongs to the hotel company. This space, now occupied, will, in the near future, be added to the hotel by the erection of a continuation of the hotel building, which will then cover the entire block. From this space on Broadway the hotel continues to Walnut street, the starting point in the description of the site. Its size, however, although covering nearly a large block, and being six stories high, is one of its least attractive features. That such a hotel is most elaborately furnished throughout every department of its interior goes without saying. It has not a superior in this respect anywhere. But the grandest feature in connection with this magnificent caravansary is its mammoth and palatial rotunda. From Walnut street through the entire building, north to south, is a promenade sixty feet wide. From Broadway to Fourth street, through the full length of the building, a similar open way of thirty feet wide, the whole laid with white marble tiles, making a floor as smooth as a billiard table and affording a reception hall or rotunda, as you please, accommodating several thousand persons without overcrowding. The decoration of the ceiling and columns of this rotunda is done in the finest oil, gold and silver fresco; not the frescoping usually seen in public places, but that character of fresco work by hand,

that made the palaces of Italy and Rome famous. The grand stairway leading from the rotunda to the second floor, with its graceful ascent, its bronze statuary and artistically hand-painted windows, which begin at the half landing and extend up to the ceiling of the second floor, is a bit of the general grandeur that is much admired. The parlors, ladies' ordinary, dining-rooms, in fact the whole interior is on the same scale of magnificence. The refreshment department and the billiard department are both conducted by the hotel management, consequently guests are assured that the former is supplied with the choicest liquids and that the latter is equipped with the most modern appliances known to the gentlemen's game. One other feature of the Southern is worth a passing notice, and that is, the hotel, from foundation to roof, is *absolutely beyond the destroying element of fire*. The whole interior construction is wrought iron with fire-proof blocks between, and if oil were poured over all the furniture of any room and set on fire only the material in that room could burn, nor would the heat be noticeable in the next room.

LINDELL HOTEL.—This popular house was opened in the fall of 1874, after having been destroyed by fire. It has a frontage on Washington avenue, Sixth street and Lucas avenue, and contains 275 elegantly furnished apartments—many en suite—artistically decorated, luxuriously carpeted, with bath and other accessories, making it as complete a hotel as the traveler will care to find. The grand dining hall is a magnificent apartment 130x55 feet without columns, and the ordinary, also a very beautiful room, is 80x40 feet. The building is practically fire-proof, being divided into fourteen separate fire-proof compartments, with massive solid walls forming the divisions from basement to three feet above the roof.

ST. JAMES HOTEL.—Broadway and Walnut street. The St. James is centrally located, convenient to the great wholesale and retail houses. One square from the Court House, and within two squares of five theaters. Owing to the construction

of the house and the location of the boilers, kitchen, bakery and laundry the hotel is practically *fire-proof*. It is heated by steam, has elevators, electric light, baths, etc. There are 200 rooms, 45 of which are on the parlor floor, and the rates are \$2 and \$2.50 per day. Mr. Thomas P. Miller is the proprietor.

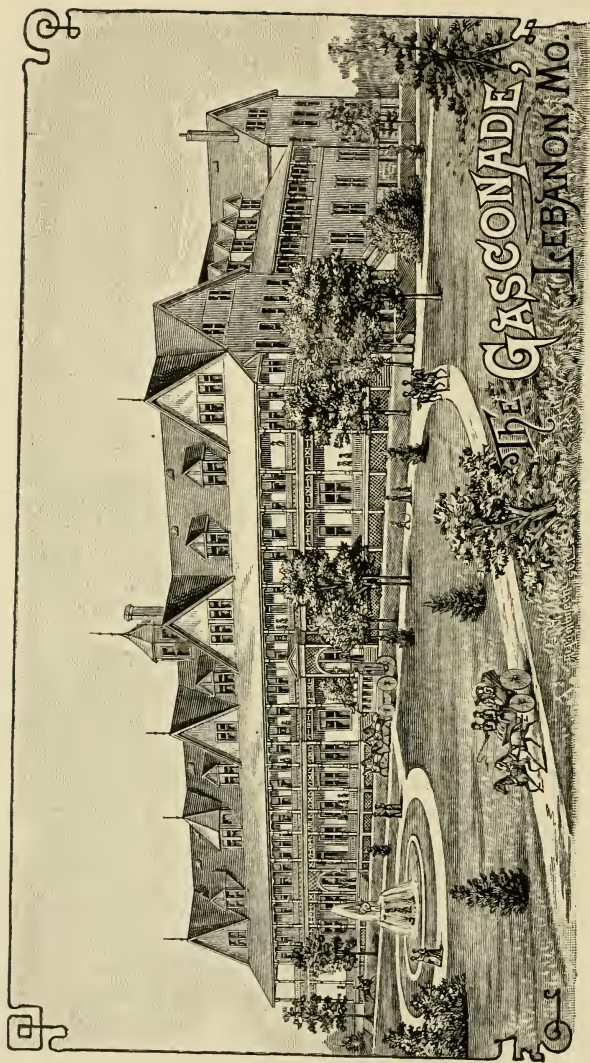
LACLEDE HOTEL is headquarters for local and State politicians, and in its rotunda almost any day the aspirant to office and his friends can be found in large numbers. The hotel fronts on Chestnut street, running half the block east toward Broadway and extending along Sixth street more than half the block. Adjoining the rotunda is a fine billiard room, reading room, etc. It is conducted on the American plan.

Mr. J. S. Mitchell is one of the best caterers in the city, and his restaurant, which always contains all the luxuries of the season and is patronized by the elite of the city, is located at 314 North Broadway.

A NEW ST. LOUIS RESORT.

This literary panorama of the commercial and social prosperity of St. Louis would be incomplete without mention of a resort recently established at Lebanon, Mo., by St. Louis capital and enterprise, to fill a "long felt want" of its people for a strictly first-class place near at home where health, rest and recuperation could be found amid surroundings as elegant and congenial as any offered by similar resorts in the East, that are reached only after a long, tedious and expensive journey.

The recent important discovery of the wonderful magnetic water at Lebanon, now rapidly becoming famous for its phenomenal healing virtues, first attracted attention to its unsurpassed location and advantages for the building up, on its beautiful site, of a social and health resort which would alike be an honor to the State and a blessing to its people. Lebanon is the county seat of Laclede county, and has a population of 3,000. It is distant from St. Louis 180 miles, and is reached by the main line of the St. Louis & San Francisco Railway.



Lying upon the highest point of what is known as the plateau of the Ozarks, at an elevation above tide water of 1,280 feet, surrounded by a succession of wooden hills and richly cultivated valleys offering endless variety and pleasure to the lover of rural beauty; with a climate the finest and healthiest in the world, Lebanon is a natural sanitarium at all seasons of the year.

Lebanon's pride and the source of her new era of prosperity, is the magnetic spring, whose waters have attracted hundreds of visitors to test its medicinal qualities and wonderful healing powers. It has fairly earned its name of "Nature's Great Remedy" by its phenomenal cures in extreme cases of rheumatism, insomnia, nervous debility and all diseases of the stomach, liver and kidneys, as its many grateful St. Louis patrons will testify.

The forces at work in developing the latent advantages, attractions and resources of the locality are daily becoming more apparent in the extensive system of improvements and developments inaugurated the past year, which bid fair to build up on this charming spot the most attractive metropolis in Southwestern Missouri. Nature has done much. Lebanon is seeing to it that everything that human art can do to secure health and comfort for its visitors shall be done. Visitors express surprise at the numerous beautiful homes in the residence quarters. The people are hospitable, cultured and intelligent, the city enjoying an enviable reputation for its excellent society and the character of its educational and religious organizations. An extensive electric lighting system, an electric street railway and a perfect system of water-works are among the prominent improvements recently added to the city.

Perhaps the most attractive feature to the visitor is "The Gasconade," the recently opened resort hotel, which stands on a most picturesque site overlooking the city. As a model of modern architecture, and in the perfection of its appointments, it is unsurpassed by any hotel in the State. It is a three story and basement structure, with wide porches along its entire front-

age of 200 feet, having a most commanding view of the city and surrounding landscape. In its construction everything that human ingenuity could devise was added for the convenience and comfort of its guests. The entire building is heated by steam and lighted by electricity. The rooms are large, well lighted and ventilated, and so arranged as to be occupied single or in suites of two, three, four, five, six or seven rooms. The commodious office, with its spacious octagonal stairway, lighted by ornamental stained glass windows of unique design, invites the admiration of every guest. The office and parlors are connected with each other, the wide openings being filled with handsome grill work from which depend portieres of rich design. The dining room accommodates 300 persons, is well lighted and ventilated and presents a most attractive appearance with its gilded columns and rich appointments. The bath houses are connected with each floor of the hotel by large and easy stairways so that persons can retire to their apartments after bathing without becoming exposed to the air outside. The ladies' and gentlemen's departments are entirely separated, each having its own cooling rooms and dressing rooms of ample size. The bath rooms are heated by steam, and lighted and ventilated by lantern light windows at the top, effectually preventing objectionable draughts. Bath tubs are porcelain-lined and of latest modern style. Vapor, shampoo, electric and magnetic baths are given.

The hotel club house is provided with bowling alleys and billiard rooms. Under the careful supervision of its manager, Mr. H. M. Shaw (late of the Montezuma, Las Vegas Hot Springs), The Gasconade has already established a reputation that leaves nothing to be desired.

Those who have not enjoyed the pleasure of a visit to Lebanon and are unacquainted with its many attractions and advantages, will feel amply repaid by making it the destination of their next holiday trip. In season, lovers of sport find game plentiful within a few miles, while the Gasconade River, within easy distance, has an unequalled reputation for its piscatorial

attractions and camping parties are numerous during the summer months. Combining the generosity of nature, with its wealth of modern improvements, its superior railway advantages and close proximity to the commercial and industrial centers of the State, Lebanon offers health to the invalid, rest and recuperation to those worn out by toil, and recreation, contentment and hospitality to all who come within her gates.



TONY FAUST.

The illustration here given is one that is familiar not only to all residents of St. Louis, but to visitors as well, and in fact is one of the show places of the town.

It is now many years since Tony Faust became the pride and joy of our city, and when he opened his new place he gave us what is undoubtedly the finest appointed restaurant in the West.

Next door is located the celebrated "Fulton Market." Here can always be found the largest and choicest assortment of fish, oysters, etc., fancy groceries, game, fruits, sauces, cheese and condimentary luxuries in general. A branch has been established at No. 3221 Olive street.





PALACE EXCURSION STEAMER GRAND REPUBLIC.
Licensed to carry 3,500 persons.

THE RIVER.

Occupying, as she does, the best site on the greatest river of the American Continent, St. Louis naturally owes much of her present prosperity and founts many of her hopes for the future upon her position as center of western river navigation. To the river our city owes her birth, the promise of her early days, and much of the wonderful success that she now enjoys, and which is only a foretaste of what is yet to come.

Railroads may come and go, but the river goes on forever, and its waters afford cheap transportation to points all over our own country, and even to Europe; for the Mississippi is the highway to the sea, provided by nature's self for the mighty "Empire of the West."

As has well been said by one who knew whereof he wrote: "As an arbiter of rates, the Mississippi River is the most potent factor in the transportation of the West, and affects the same interests of the country at large to a greater extent than any other waterway system." And the late Gen. Sherman, with prophecy inspired by a perfect knowledge based on experience, declared that "the Mississippi River would ever prove the key to the safety of the nation; the control of the one insuring the control of the other."

In the anxiety to increase our railway facilities, and from various other potent causes, the river interests of St. Louis, once paramount to all others, for years were neglected, and the river trade became almost a tradition. There has been a revival within the past few years, however, and prospects are daily brightening.

For the year 1890, 1,265,592 tons of freight were received and shipped from this port, and the volume of traffic and profits thereon were greater than they had been during any of the preceding twenty-five years.

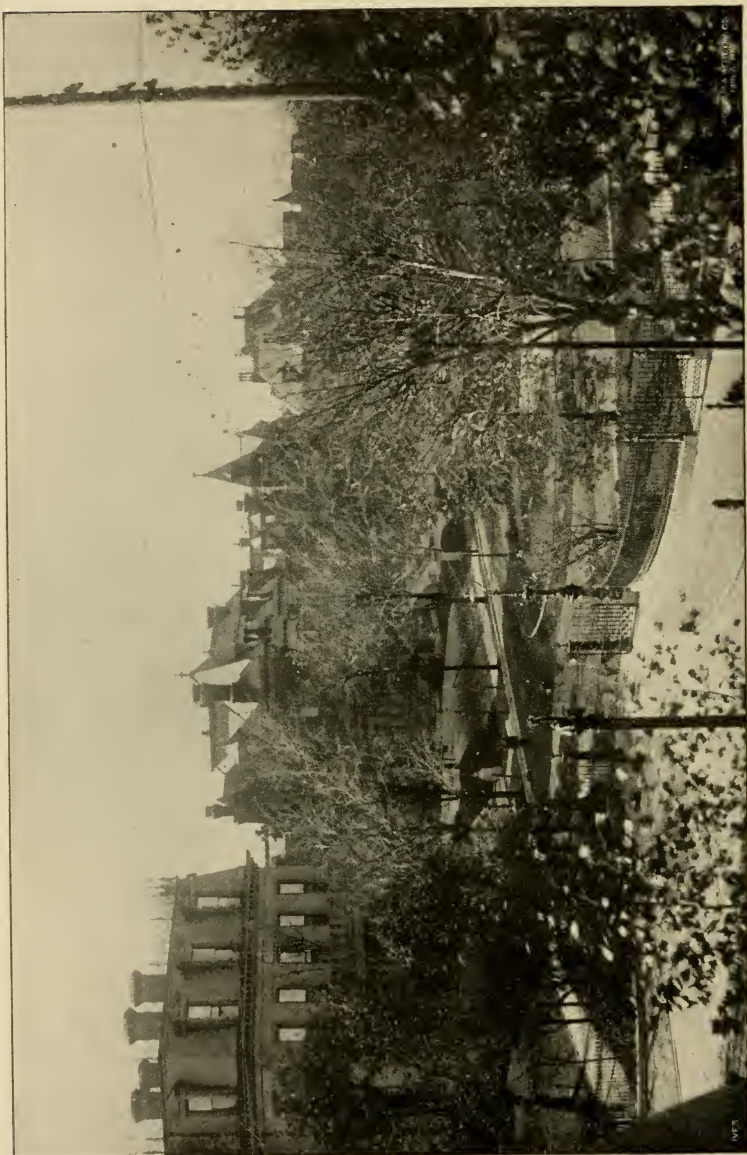
On December 31st, 1890, there were 215 vessels, representing a tonnage of 123,878, enrolled here. During that year several new lines of packets were established, and there are now regular boats during the season running from St. Louis to all the streams tributary to the Mississippi.

The outlook for a greatly increased river commerce is most encouraging, and a return to its former glory is by no means improbable.

The great river and its tributaries afford 18,000 miles of connected water courses, supplying greater fluvial facilities for internal commerce than any other country in the world possesses.

St. Louis has a river front of twenty miles, a fine harbor, which is now being improved and enlarged by United States engineers; and with sufficiently liberal appropriations from the general Government for the improvement of the Mississippi and tributaries, there is no reason that St. Louis should not become the greatest grain exporting city in the country.

THE GRAND REPUBLIC AND OLIVER BEIRNE.—These splendid excursion steamers are the pride of our river. Having a large seating capacity (the Republic 3,500 and the Oliver Beirne 2,000), and being equipped in the best manner, these steamers, under the command of Captains Thorwengen and Grissom, who are known wherever water runs as the most genial of officers, do the bulk of the river excursion business of St. Louis. Crowds of happy children from our Sunday schools and the Fresh Air Fund throng them on their annual treats. The family excursions on these boats are a boon to our city, and during the winter they are the largest carriers of cotton on the lower river.



VANDEVENTER PLACE.

CLUBS.

ST. LOUIS CLUB.—This is one of the largest clubs in the city, and is one of the few at present owning entire their own buildings and grounds. The cut here presented does not do justice to the building or the surroundings. It is a handsome structure, built of red press-brick with sand-stone trimmings, having one grand entrance in the middle front, which leads into a palatial hall, showing the handsome double staircase backed and lighted by a richly ornamented glass window on either side as you enter the hall in the magnificently furnished apartments of this floor, consisting of reading rooms, billiard rooms, office, etc., while the second floor, built on the same plan, affords ample room for the members when entertaining their friends. The situation of the club house is at Locust and Ewing avenue. The membership is limited to 400. Once each month special receptions are given, with music, dancing and a grand spread.

ST. LOUIS SPANISH CLUB.—Incorporated to promote the trade of St. Louis with the Latin-American republics; to establish headquarters for the Spanish-speaking residents and business men of St. Louis; to encourage the study of the Spanish language; to afford facilities for conversational practice, and improvement generally, to business men and clerks who are studying Spanish.

Commercial Features: The club proposes to accumulate and to furnish to our business men information regarding the advantages, growth, requirements and regulations of the export business; to assist our St. Louis merchants and manufacturers to extend the operations of their trade in the direction of exporting goods to Mexico, Central and South America; to compile a list of merchants in good standing in the different lines of business

in those countries, with their rating; to use among its members an Inquiry Sheet, for information regarding the standing and credit of foreign customers; to afford special facilities for translation of Spanish correspondence at nominal rates.

Officers: L. D. Kingsland, President; C. A. Kendrick, Vice-President; S. L. Biggers, of Simmons Hardware Co., Secretary; Eugene McQuillin, Treasurer; Henry Stanley, of Todd-Stanley Mill Furnishing Co.

MERCANTILE CLUB occupy the building 708 Locust street, which is fitted up in magnificent style. Its members include many of the prominent merchants, manufacturers, bankers, etc., of the city, who partake of the splendid cuisine prepared for them by the club management, especially at noon. It has about 400 members, who have made its apartments popular for banquets, dinner and theater parties. Their wives and daughters partake of luncheon, when down town, in the ladies' drawing room.

ST. LOUIS JOCKEY CLUB.—This organization has for its principal purpose the improvement of the thoroughbred race-horse, by providing a racing course over which trials of speed are made. The club offers purses aggregating large sums of money, and for which the horses are entered to run, the winner of any race gaining quite a handsome sum. By this means owners of race horses are enabled and encouraged to raise and improve fine horses. The members of the club, like the majority of mankind, are fond of witnessing interesting sports, and have provided themselves the magnificent club house which is located at the racing course of the Fair Grounds, and from whose broad verandas and terraces they have a fine view of the track. Besides this, it is luxuriantly furnished, and their social gatherings are held in its spacious apartments.

THE MARQUETTE CLUB was called into existence by St. Mark's Academy, a well-known literary association composed of alumni of St. Louis University. The ultimate purpose of St. Mark's had all along been to develop into an organization like

the Xavier Union of New York City, but it was not until September, 1886, that the Academy took the project vigorously in hand. With the able co-operation of representative Catholics of the city, the preliminary work was rapidly finished, and the club was organized and incorporated under the title "Marquette Club."

The objects of the club are summed up at the head of its constitution, as follows:

The primary objects of this club shall be to unite the representative Catholic gentlemen of the city and vicinity in bonds of social union; to organize them into a body that shall represent, watch over, vindicate and further Catholic interests; to maintain such a union and such a body by establishing it in an unobjectionable club house, and by placing the club on a lasting basis, to perpetuate such a union and such a body of representative Catholics in the City of St. Louis.

Thus far the club has been well patronized; its entertainments, lectures and receptions have been of the highest order; its financial prosperity has increased without assessments, and as soon as it has added to its attractions the projected gymnasium, with bowling alleys and hand-ball courts, the Marquette will be the most complete Catholic Club in the States.

THE UNIVERSITY CLUB have elegant quarters on the corner of Pine and Beaumont streets. The club was formed of college men. They are noted for their hospitable entertainments, especially of gentlemen of prominence who visit St. Louis.

GERMANIA CLUB.—This is both a social and musical organization for the pleasure and social entertainment of the members of the club. They have a large club house at 803 S. 8th street.

HARMONIE CLUB is one of the leading club organizations of the city, and is composed of representative Jewish gentlemen. The club house, Eighteenth and Olive, is a handsome building, built and owned by the club, and is furnished sumptuously.

CONCORDIA CLUB is the leading Hebrew club of the south side. They have a spacious building, splendidly furnished, at 1511 Chouteau avenue.

THE ELKS CLUB have their quarters in the Laclede Building, where they have splendid apartments. The Elks' benefits, which take place once yearly at some one of the principal theaters, and at which the different theatrical companies playing in the town at the time appear, is a noted event with play-goers.

ST. LOUIS CHESS, CHECKER AND WHIST CLUB have rooms at 904 Olive street. The membership is large, and is made up of gentlemen of standing in the city.



ATHLETIC, ETC.

ST. LOUIS BASE BALL ASSOCIATION.—North Grand avenue, Geo. Munson, Secretary. This association is the St. Louis representative in the American Association of base ball clubs, and the members of the club, or the different members constituting the club's players, have for the past three years won the championship of the Association, in which there are eight other clubs of nine players each at one time in the field.

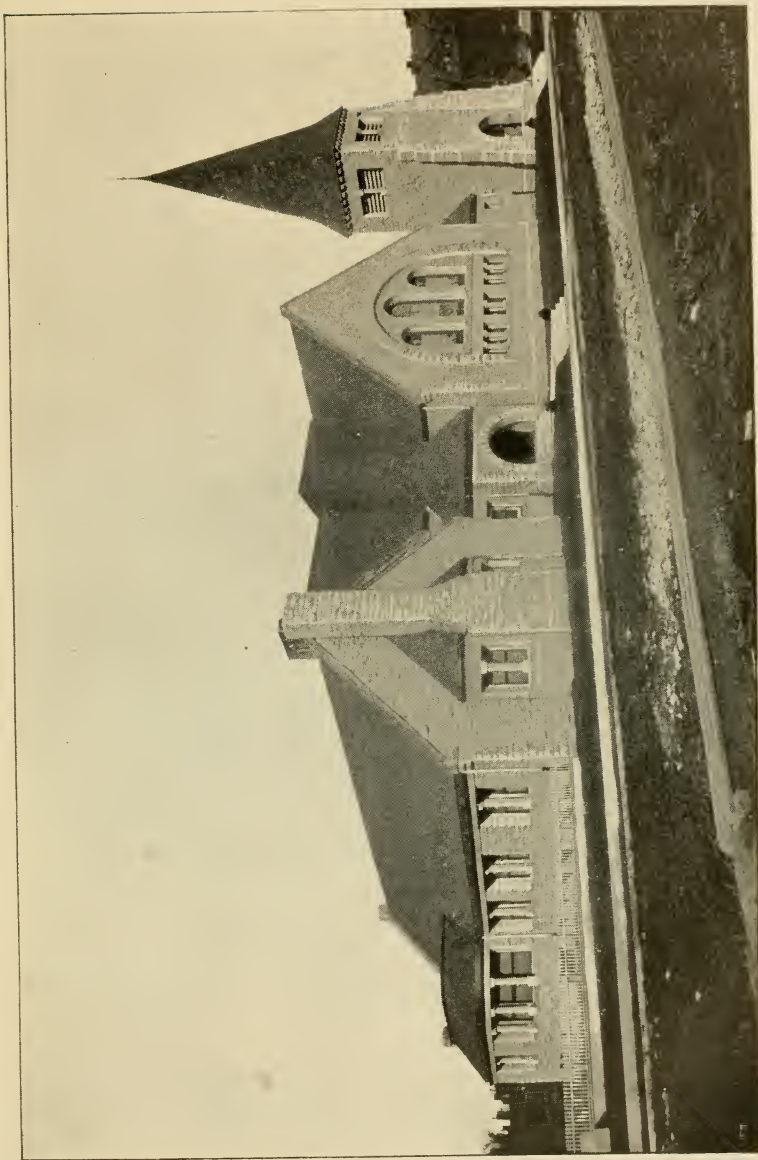
ST. LOUIS GUN CLUB.—This is a body composed of representative business men who have their own park for shooting grounds, besides large premises for field shooting, and many of its members are noted wing shots. The objects of the club are to attain proficiency in shot-gun shooting, to protect the wild game of the State, so that there may be always an abundance during season, and to have an outing for recreation and pleasure.

GENTLEMEN'S DRIVING CLUB meet for the transaction of business pertaining to the club and for social purposes at their room, 704 Pine street. The members meet at the driving park or speeding track of Forest Park, there to enjoy a friendly contest to test the merits of their own horses.

MODOC ROWING CLUB have a neat club and boat house at the foot of Anna street, and the crews of this club are always heard from favorably in the contests for sculling honors that are held throughout the country. One of its members, and one who has attained high rank throughout the country, is Jake Gaudaur.

CHURCHES.

While St. Louis is not quite up to her sister cities in church architecture, she has improved herself in that line considerably in the past ten years. Our old churches have most of them been pulled down to make way for the march of business; and, in fact, the only one down town in the middle part of the city is the "Old Cathedral," which is liable to stand for ages, as it is a very substantial structure. Of the new churches, the First Presbyterian, on Sarah, corner of Washington avenue, a cut of which is here shown, is one of the most noticeable. The Rev. George E. Martin is its pastor. The Second Baptist, corner of Beaumont and Locust streets, Rev. Jas. W. Ford is the pastor; First Congregational, Delmar and Grand, Rev. W. S. Palmer, D. D., pastor; Church of the Holy Communion (Episcopal), Leffingwell and Washington avenues, Rev. P. G. Robert, rector; Union (Methodist Episcopal), North Lucas, corner Garrison, Rev. C. P. Marsden, pastor; Cook Avenue (Methodist Episcopal), south corner of Cook and Spring avenues, Rev. B. M. Mesick, pastor; Church of the Messiah (Unitarian), Garrison avenue and Locust, Rev. John Snyder, pastor, are amongst the handsomest of our Protestant churches, while St. Alphonsus (the "Rock Church"), Rev. J. A. McLoughlin, C. SS. R., rector; St. Francis Xavier, Grand and Lindell (building, services in basement), Rev. H. C. Bronogeist, pastor, and Sts. Peter and Paul's (German), Seventh and Allen avenue, Rev. F. Goller, pastor, are fine specimens of Gothic architecture.



J. G. CAIRNS, Architect.

FIRST PRESBYTERIAN CHURCH.
Washington Ave. and Sarah St.



LIBRARIES.

ST. LOUIS MERCANTILE LIBRARY, southwest corner Broadway and Locust street. James A. Waterworth, President; Horace Kephart, Librarian. Number of volumes, 80,000.



Mercantile Library.

On the 13th of January, 1847, the association was organized by the adoption of a constitution, the first President being Mr. James E. Yeatman, the father of the scheme. A board of directors, chosen from among the leading merchants of the town, promptly

entered upon their duties, and in April of the same year the infant Library was opened to its members in a suite of rented rooms on the corner of Pine and Main streets. At the close of the first year the membership numbered 283, with 1,680 volumes in the Library, and cash receipts for the year amounting to \$2,689.

By the end of 1886, the necessity of a really commodious, fire-proof and permanent home for the valuable collection of books and art treasures, and the constantly increasing army of members, had become apparent; and after some consideration of ways and means, the handsome, fire-proof, six-story building shown in the cut on preceding page was erected.

Surely this showing should be a source of pride to every citizen of St. Louis, and in view of its meager facilities in the past, serve as a prediction of the great work this library will accomplish in the broad field opened to it by the financial and other resources of its new building. The latter is constructed of granite, brick, terra cotta and iron, and is thoroughly fire-proof throughout. The entrance to the library is located on Locust street, at the northwest corner of the building. Visitors will enter a handsomely furnished reception room, take a hydraulic elevator of the most approved construction, and in a few seconds find themselves in one of the most elegant and complete libraries in America.

ST. LOUIS PUBLIC LIBRARY.—From its organization in 1865 until December, 1884, this institution was known as the Public School Library. As early as 1860, Ira Divoll, then Superintendent of the Public Schools, proposed to the School Board the establishment of a library as a necessary supplement of the public school course.

The "Public School Library Society" was incorporated in February, 1865. The provisions of the charter established the closest relations between the Library and the Public Schools. The President of the School Board, the Superintendent of Public Schools and the Principals of the High and Normal Schools were made *ex-officio* members of the Board of Trustees, and

active membership was confined to those connected in some way with the public schools. The fund raised by subscriptions and donations received a considerable increase from the proceeds of a school entertainment given in June, 1865; and in November it amounted to \$5,726.65.

The Library contains 70,000 volumes. It occupies the whole of the second floor of the Polytechnic Building. The greater part of the collection is stored in Ames Hall, a handsome room, 80x60 feet, in the old alcove style of library architecture.

The reading room is 100x50 feet, and is probably the largest and best lighted and ventilated public reading room in the country. There are six smaller rooms. One of these contains a feature of the Library which should be of special interest to the readers of this work; in it are placed all the text books and works on pedagogy and allied subjects.

LAW LIBRARY.—This library contains a large number of legal volumes — 11,500 — and is for the use of the members of the St. Louis Bar Association only. It has a reputation for its extensiveness and completeness, the claim being that no other collection in the West equals it. It is located in the south wing of the Court House, on second floor.

ST. LOUIS UNIVERSITY LIBRARY is said to be a collection of more than usual value. The collection is quite large and is used by the University students. Location, Washington avenue and Ninth street.

In addition to these are the following: Library of St. Louis Law School, Odd Fellows' Library, Slovansa Lipa (Bohemian), St. Louis Turnverein Library, St. Louis Diocesan Library, Library of St. John's Circle, and the libraries of the Young Men's Sodality, Young Ladies' Sodality, Young Men's Christian Association, and others.

CEMETERIES.

There are a number of these quiet cities of the dead lying a short distance from St. Louis, whose improvements with regard to landscape architecture is very fine, and they contain many monumental pieces of architecture of splendid design. They are accessible by street cars, and will well repay a visit.

BELLEFONTAINE CEMETERY.—This beautiful place of burial contains nearly 350 acres of ground, and has many charming drives. This is one of the most beautiful places in the city to visit. It is in the extreme northern part, on a high bluff overlooking the river, and commands unusually fine views. This is the finest cemetery in the West. Many of the monuments are works of art, and cost many thousands of dollars. The gates are open from sunrise to sunset. Tickets of admission are required, and can always be obtained without charge at the Secretary's office, 302 North Fourth street.

CALVARY CEMETERY is directly north of Bellefontaine, and is the chief burying ground of the Catholic Church. The grounds have the same general formation as Bellefontaine, contain 225 acres, overlooking the Mississippi river, and contains many handsome monuments. Visitors are allowed to enter the grounds at all times.

OAK HILL CEMETERY.—The development of the suburbs of St. Louis, and the rapid increase of population, created the needs out of which arose the Oak Hill Cemetery, and an association was incorporated May 18, 1868, and fifty-three acres of land in East Kirkwood purchased, to which, in May, 1879, the Oak Hill Cemetery Association succeeded. By this association large amounts have been expended for improvements, and the Board of Trustees have now the satisfaction of recommending to the favor of the public a cemetery second only to the Bellefontaine in

importance and picturesque beauties. Its location is admirable. Situated on a high elevation, between Kirkwood and Webster, it commands a landscape of surpassing beauty, and is easily accessible by both the Missouri Pacific and San Francisco railroads, as well as by the suburban highways. The grounds have been surveyed and laid out after the best and most modern tastes, and the beautiful natural groves covering the tract disposed for the highest adornment. Many beautiful monuments have already been erected, and lots already purchased have been tastefully improved by the owners. All deeds given are in fee simple, conveying an absolute title, subject only to the rules and regulations of the Cemetery Association.

It is the ambition of the Board of Trustees to make this "silent city" a pride to all those who are interested in it, and indeed equally a pride to the city and county of St. Louis at large. It is also their hope that all those who affectionately regard the memory of the departed will lend a willing hand to develop an enterprise which has been instituted for the general good and without motives of personal profit.

A number of lots still remain, which can be purchased at reasonable prices.

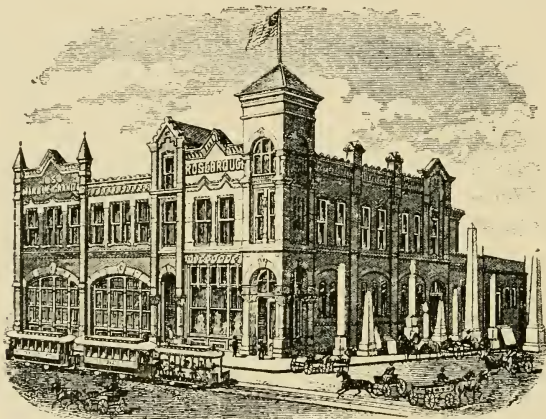
The officers and Board of Trustees, May 1st, 1886, are: President, A. S. Mermod; Vice-President, Charles E. Pearce; Secretary and Treasurer, Nathan D. Allen; Superintendent, Philip O. Tearle; additional Trustees, Augustus Pullis, Wm. E. Plant. Office, room 9, McLean Building, Fourth and Market streets.

THE NATIONAL CEMETERY, lying on the south of and adjoining Jefferson Barracks, contains the graves of the dead of the war of '61-5. It is beautifully laid out, well kept, and on Decoration Day is visited by thousands. Reached by Iron Mountain Railroad.

Besides these, there are about 28 others belonging to the different religious and benevolent organizations.

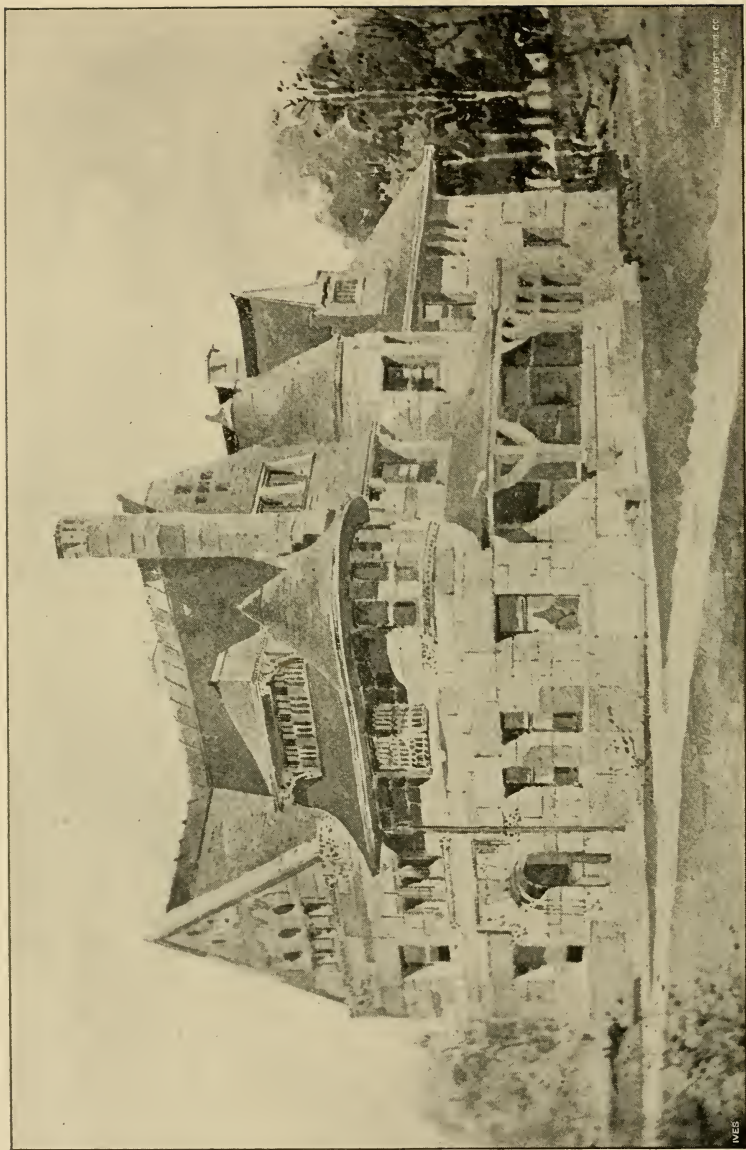
CEMETERY WORK.—R. L. Rosebrough Sons' Marble and Granite Works, 1926 to 1932 Olive street. These works were established in St. Louis thirty-two years ago, and from the

excellence of the work they have done have risen to a prominence in their line not excelled by any house in the West. They keep constantly employed a large force of skilled workmen, and, as they have enough for them to do all the time, are enabled to keep on their force superior talent that can not be commanded by those who do a smaller business. They will either furnish designs to those desiring them or execute work



CEMETERY WORK A SPECIALTY

from designs furnished them, always in a superior manner. In their warerooms can be seen at all times beautiful specimens of *mortuary work*, and they invite a call from those interested at any time. They have recently erected in Bellefontaine Calvary Cemeteries some very artistic monuments which are a credit to their skill. Those who are about to have some mortuary work done will do well to call on them as they are satisfied that there is no house in their line East or West that can give better satisfaction.



EAMES & YOUNG, Architects.

RESIDENCE WILLIAM L. HUSE.
Westmoreland Place.

EDUCATIONAL.

The facilities for acquiring a good education in St. Louis are unsurpassed. Our public school system has attained so near perfection that it is quoted as a model, even in those Eastern cities which claim to lead in the culture and refinement of their people. The "kindergarten," that wonderful system of training for children of tender years, accomplished its first success here, and from St. Louis has spread to all the larger cities of the Union.

There are 106 public schools in the city, all handsomely housed in buildings specially erected, and containing the latest improvements known to educators. There are also 80 parochial schools, belonging to various religious denominations.

In all of the above an education may be obtained absolutely free, or at a merely nominal cost; tuition, and even the necessary books and stationery being supplied to those too poor to pay. The city has thirty-two colleges, universities, high schools and academies, besides many well-conducted select private schools. It is the seat of the oldest and most famous university in the West, appropriately called the St. Louis University, founded more than half a century ago, and the alma mater of many of the most distinguished Americans of this generation.

The Washington University has also done much to make St. Louis famous, while the College of the Christian Brothers boasts an alumni of which any institution of learning in the world might be proud.

The Manual Training and Normal schools have graduated numerous pupils who have become celebrated in the mechanical arts and the arduous profession of teaching.

In colleges, seminaries and academies for girls and young

ladies, St. Louis has no rival, and the fairest and most accomplished maids and matrons of the great West and our sister republic of Mexico have obtained their education in them.

Successful schools for the blind and the deaf and dumb are also located here, and are notably distinguished among institutions of the kind.

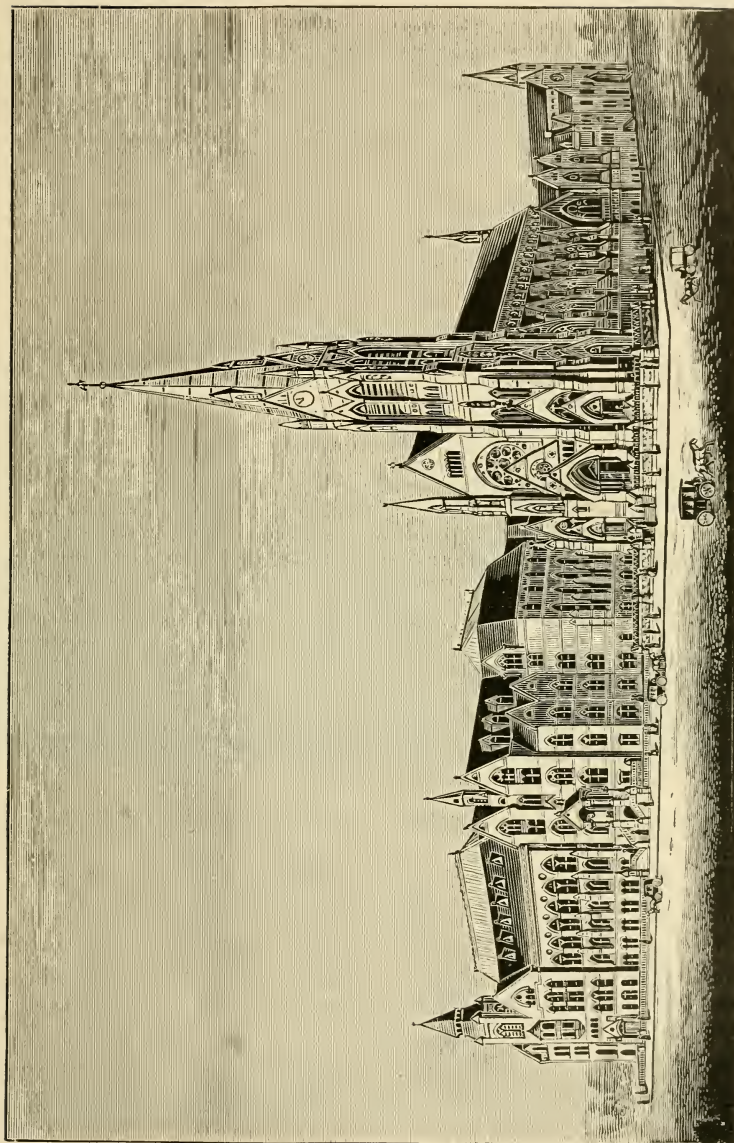
Fourteen libraries, a magnificent art museum, a school of botany with the advantage of the most complete botanical gardens on this continent, numerous medical colleges, and other institutions for the advancement of the human race in all walks of knowledge, attest and proclaim that as an educational center St. Louis takes proud rank among the cities of the world which best illustrate the enlightenment of the 19th century.

MALE.

ST. LOUIS UNIVERSITY was founded in 1829, and received its charter in 1834. The site of the institution, till June, 1888, was on Ninth street and Washington avenue. The new buildings here represented have been erected on a block of ground bounded by Grand, Lindell and Baker avenues. The Grand avenue front is 446 feet by a depth of 360 feet. The corner of Grand and Lindell avenues was reserved for a church. This edifice, begun in 1883, is not yet completed, although services have been held in the basement since November 1, 1884.

The University building proper has its principal facade on Grand avenue. There are two entrances, one for the faculty and visitors, another for the students. The latter is the extreme left, the former marked by portico. The main entrance gives admission to the parlors and reception room, in the rear of which are chapel, library, dining hall and the private apartments of the faculty. This department extends westward to the full depth of the lot. The students' entrance is connected with their study hall, class rooms, recitation hall, etc.

The Library, represented in cut, is over two stories in height, and has an open quadrangle covered by a glass roof. The apartment is accessible from the second and third floors of the resi-



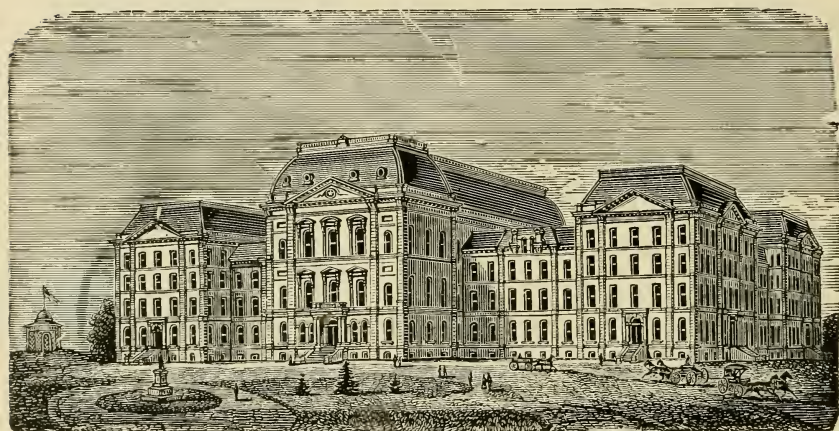
St. Louis University.

St. Xavier's Church.

dence. It has three wide galleries connected by spiral iron staircases, and its dimensions are 79x50 feet by 67 feet in height.

The Museum is one immense hall without columns, covered by an open polished timber roof, its size being 98x58 feet and 52½ feet in height.

Beneath the chapel is a lecture room with a seating capacity for 300 persons, and is easily accessible from Grand avenue. For light and ventilation the building cannot be surpassed. The style of architecture is the early decorated English Gothic. Mr.



Academy Christian Brothers.

Thomas Walsh, of St. Louis, was the architect and superintendent.

The institution is under the management of the Jesuit Fathers, and the course of study is complete and thorough. The classical course extends over seven years. Besides mental philosophy and the ancient and modern classics, physics, chemistry, astronomy, surveying, and all the branches of mathematics are included in this course. An ample laboratory is provided in the basement for the students of chemistry. The principles of the natural sciences are illustrated with experiments, for which a large collection of instruments are at the disposal of the professors of

science. The museum contains numerous specimens of ores to assist the student of geology. A telescope, which was in use at the former site, will be mounted as soon as practicable.

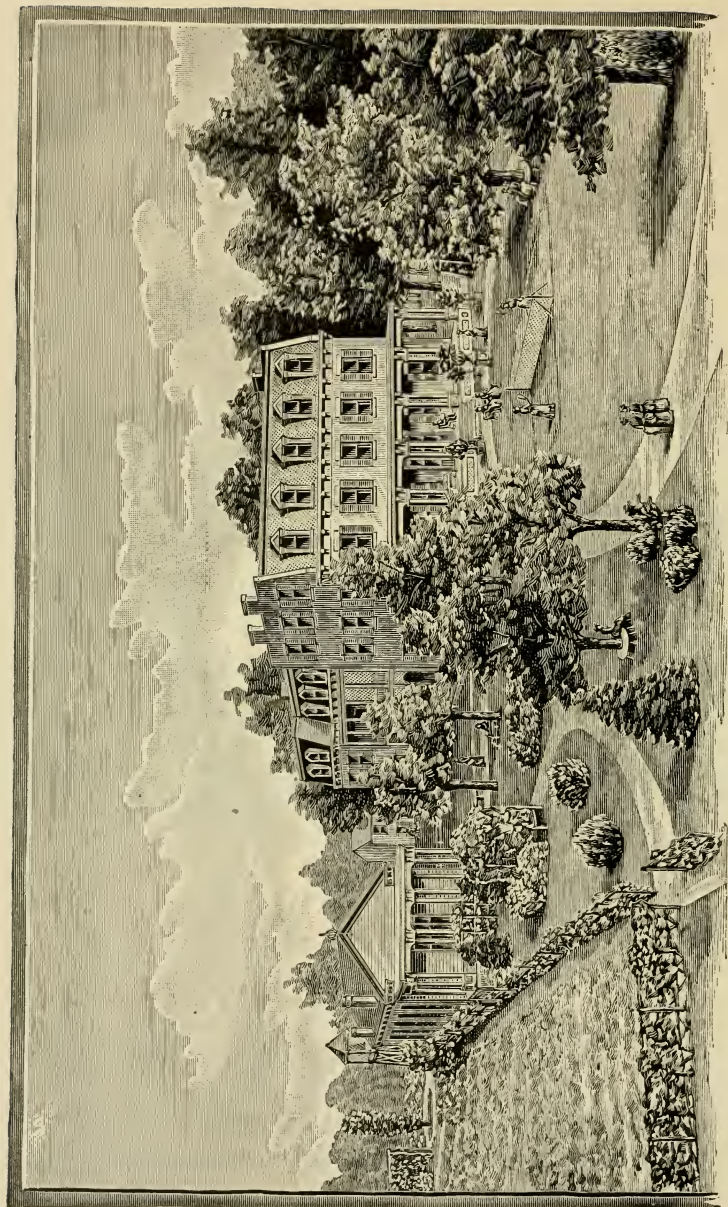
Since 1881 the institution receives only day scholars. Students coming from a distance must provide their own quarters in the city.

THE CHRISTIAN BROTHERS' COLLEGE is an institution of which St. Louisans are justly proud. Established some forty years ago, its worth is best appreciated in the men it has sent forth; men who fill places of honor in all walks, whether among the professions or in the counting houses, thus testifying to the completeness and solidity of the training given its students. For beauty and aptness for its purposes as a grand educational establishment, the situation, buildings, extensive grounds, lawns and campus, render the college unsurpassed. The motto of the institution, *Religio Mores-Cultura*, conveys the idea of the perfection to which the great body of educators—the Christian Brothers—bring their methods. The curriculum covers *Classical, Literary, Scientific, Commercial* and *Preparatory* courses. The studies will be resumed on September 2d.

FEMALE.

ST. LOUIS SEMINARY.—This is a private select school, of high grade, for young ladies, situated at Woodland, near Jennings Station, on a commanding summit, overlooking the city of St. Louis. The location is remarkable for its beauty, its healthfulness and its removal from all distracting influences. The proximity of the Seminary to the city (forty minutes' ride from Woodland Seminary Station to Vine street, St. Louis,) secures to the young ladies all the advantages afforded by St. Louis: libraries, lectures, art galleries, concerts; and yet it is surrounded by all the quiet seclusion and healthfulness of a beautiful rural neighborhood.

The elegant and well arranged edifice stands in the midst of a beautiful shady lawn of six acres, the entire grounds comprising twenty-six acres.



St. Louis Seminary.

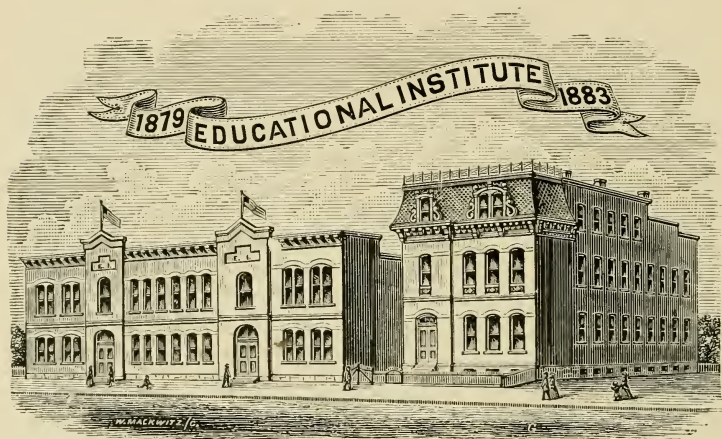
A new study hall has been added, with complete arrangements for heating and ventilation, securing to the pupils every possible means of protection to health. Each lady is provided with a single desk, and in all respects favorably situated for study and comfort. The property is worth \$60,000, and nothing has been withheld to render it a safe and attractive *home* to the young ladies.

For further particulars address B. T. Blewett, LL.D., Principal, Jennings, Mo.

THE URSULINE ACADEMY, one of the most successful schools for young ladies in the West, it is situated at the corner of Twelfth street and Russell avenue. It is renowned throughout the country as the Ursuline Academy. It occupies a large, spacious and beautiful building on a high and healthful site. The curriculum is thorough, and the hundreds of young ladies who have graduated from its halls have left a lasting influence for good wherever they have gone—thanks to the impress left upon their lives by their *Alma Mater*. Music and painting are taught in all their branches; and nothing is left undone that will qualify the pupil to move in the most cultured of social spheres. Lessons are given in sewing, knitting and embroidery, for the faculty of the academy believe that the education of a student should unite the useful and ornamental in a common bond. Many an alumni of this school has won distinction as a pianist, who can make her own gown as deftly as any dress maker in the city; can paint a picture or knit a stocking with surprising skill: thus showing the capability of taking care of herself, no matter whether fortune may smile or frown upon her in after years. The Ursuline Academy has been an object of St. Louis pride for the last forty years or more, and the older it becomes the firmer hold it takes upon the hearts of our people. Address the Mother Superior of Ursuline Academy, corner Twelfth street and Russel avenue, for prospectus and further information.

THE EDUCATIONAL INSTITUTE, Nos. 900 to 912 South Ninth street, is the leading English-German school in the West. Mr.

J. Toensfeldt, a thorough educationalist, is its Principal. It gives its pupils an opportunity to acquire the knowledge of at least two modern languages, instructs by intuition and not by text books; gives great care to physical education, and has a manual training department and commercial branch. Forty boarders can find places in the house of the Director. Course opens September 8th. Full particulars in regard to the methods of teaching, etc., can be obtained at the school, or by catalogue.



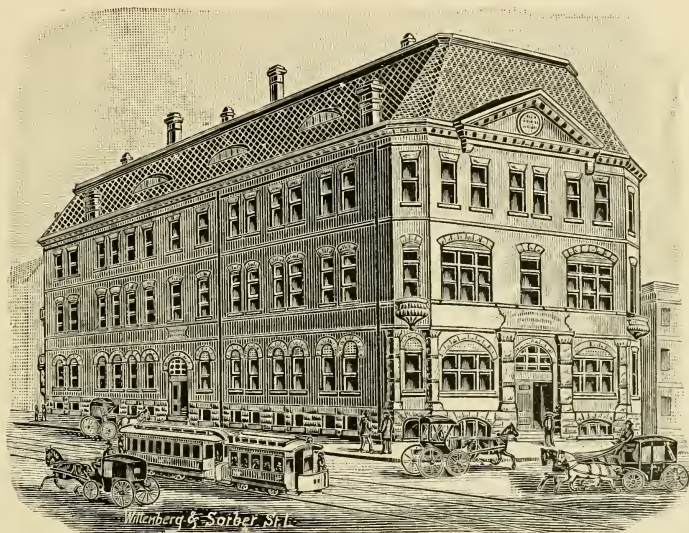
MEDICAL.

BEAUMONT HOSPITAL MEDICAL COLLEGE.—This college is situated on the corner of Jefferson avenue and Pine street, and has been recently erected in the most substantial manner, with all the modern appliances for the prosecution of medical science.

It has three amphitheatres, which are so arranged that all operations that occur within them can be advantageously seen by each member of the class. The bacteriological, histological, chemical, physiological and anatomical departments are furnished with all modern appliances and apparatus; for in the line of experimental work this college will compete with any institution on the Western Continent. The policy of this institution for the

present will be to enforce strict adherence to a *bona fide* two years' term, of seven months each, until at such time as all of the regular colleges shall unanimously agree to adopt and sustain a complete three years' course.

A higher standard of medical education is unequivocally and emphatically endorsed and upheld by this college, and all students are urged to avail themselves of the benefit of a three-term



Beaumont College.

course of study. To enable the student to act in harmony with this advice, this institution offers to him now, as in the past, the lectures of the third year gratis. All students taking a third year's course will be graded, and examinations for such students will be held at the expiration of each year's grade; those students successfully passing the examinations will be advanced to the next grade in regular order.

Instruction in the elementary branches, anatomy, histology, materia medica and chemistry, will occupy a large portion of the

time during the early weeks of the session, so that it is quite important that students should enter promptly at the opening of the term.

In addition to the appointments to the City Hospital, there will be open to the graduates of this college positions at the Missouri Pacific Railroad Hospital, St. Mary's and Alexian Brothers' Hospitals.

For full particulars, address the Dean.

THE ST. LOUIS MEDICAL COLLEGE begins September 22, 1891, its fiftieth annual session. Twelve years ago, in spite of the certainty of having classes of a hundred or more diminish to a mere handful of students, in spite of the knowledge that instead of the college being a means of income it would be a financial burden, an obligatory term of study embracing three annual sessions was adopted. The faculty being convinced of the utility and wisdom of this pioneer departure in favor of a high-grade medical education in Missouri, by their graduates winning 80 per cent of positions open to competitive examinations, made an additional advanced step, by increasing, in 1888, the annual term from five to eight months' duration. This increase in time enables the student to do practical work under skilled direction, in well-equipped laboratories devoted to Chemistry, normal and pathological Histology, Bacteriology and Physiology; and also in the use of instruments of precision, as the Ophthalmoscope, Laryngoscope, etc. The course is a graded one, and examinations are held at the close of each session, so that the work of three years does not fall on the applicant for graduation *en masse* at the close of his career as a student. During the past year the St. Louis Medical College has been made the medical department of Washington University, and students desiring to pursue a course of study in kindred sciences can find adequate instruction in this well known institution.

Negotiations have been about completed for the purchase of a large corner lot in the near proximity of the University, and a

building will be erected that will be complete in all modern details of ventilation, methods of heating, etc., while special attention will be given to the conveniences and lighting of the various laboratories and lecture-rooms.

The officers of the College are: Dr. H. H. Mudd, Dean, No. 2604 Locust street, and Dr. E. M. Senseney, Secretary, No. 2829 Washington avenue.



The St. Louis College of Physicians and Surgeons.

THE ST. LOUIS COLLEGE OF PHYSICIANS AND SURGEONS.— This well known institution is now in its thirteenth year, and its continued success has given it a world-wide reputation. Its

honorary degree is inscribed after the author's name in more than one European text-book, and its alumni are in every State in the Union.

The register of matriculants has for several years increased twelfth-five per cent. each year—last winter being 192—and already (in June, 1891). a greater number of applications for scholarships have been accepted than ever before.

The new college building is located on Jefferson and Gamble avenues, where good boarding is easily obtainable, and well situated to secure clinical material. For the advantages offered, we believe the fees at this college are lower than at any other college in the United States. The regular lecture course costs but \$50, and there are few extras. The faculty is composed of Profs. Close, Cole, Bauer, Barnes, Bernays, Bauduy, Detmar, Erhardt, Henske, Porter, Possart, Powers and Dr. Crosswhite, Demonstrator of Anatomy. In addition there is a large corps of chemical assistants and demonstrators. Dr. A. S. Barnes is the Dean, to whom all communications should be addressed.

COMMERCIAL.

JONES' COMMERCIAL COLLEGE.—In this country, when an institution has been in existence for over 50 years, we are pretty sure to think that it is a substantial one, and that it has merit to back it. Such is the case of the school called "Jones' Commercial College."

Mr. Jonathan Jones founded his commercial college away back in the 40's, and for all these years it has held the highest place among the educational institutions of this city. The course of instruction in this college is confined entirely to the practical branches of education that go to make up a complete business man or woman. Every detail of accounts, correspondence and general business management that can possibly occur in the extensive commercial, manufacturing or banking operations is here taught, principles being first thoroughly instilled, and then the practical application of the principles is made through the

medium of complete sets of account books. All the principles and practice of telegraphy and short-hand are special features of the now practical education, and at the Jones Commercial College receive most careful attention. This old educational establishment has for 20 years been under the professorship, and for seven years under the proprietorship of J. G. Bohmer, and its



Jones' Commercial College.

management conducted by him. Mr. Bohmer is not only thoroughly posted in the matter of educating, having that wonderful facility of imparting to others what he knows, but he has special business and moral qualifications for the task imposed on him, so that parents sending children from a distance can rely on his seeing that they do not get led astray. The various departments of the college have been fitted up with every comfort for the students, and every educational appliance is provided.

The structure, fronting on two streets, has the advantage of a flood of light in every department, as will be seen by the accompanying cut.

Send for catalogue containing full particulars.

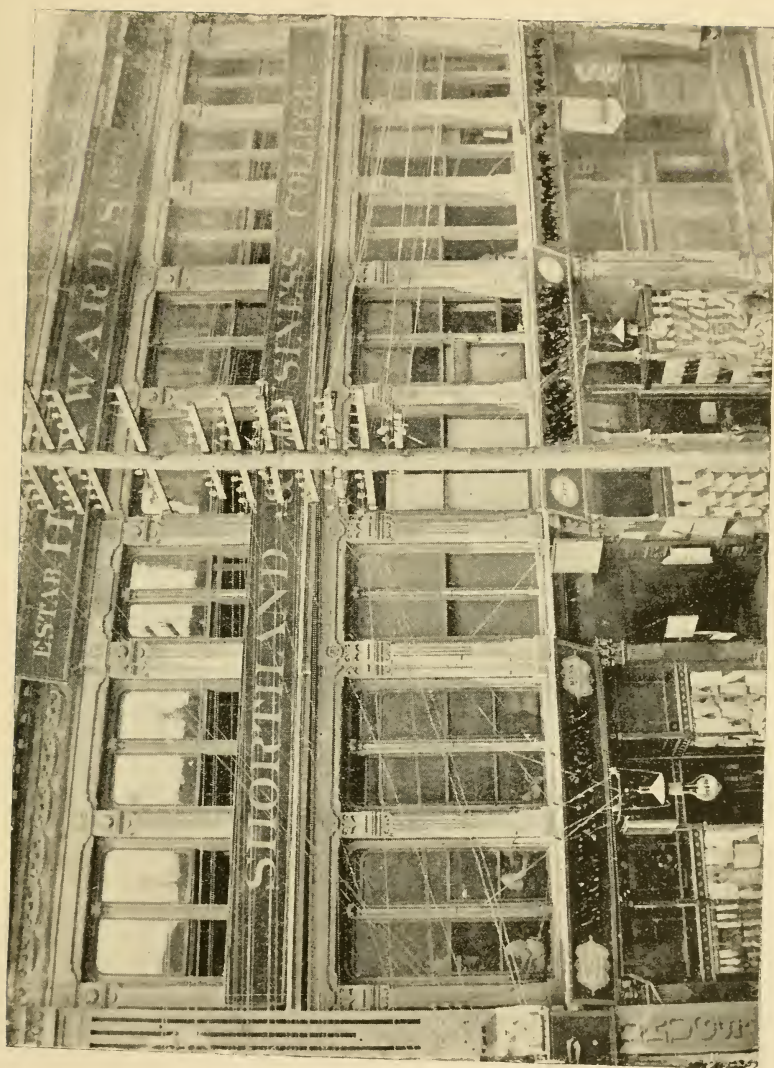
MUSICAL.

THE BEETHOVEN MUSICAL CONSERVATORY, 1603 Olive street, St. Louis, established nineteen years ago, has created a demand for a higher standard of musical taste and knowledge in our community, and is now recognized as one of the most completely organized and prosperous institutions in the United States.

The best evidence of the excellence of the methods of instruction taught in the conservatory is the rapid advance of the numerous pupils, who have made greater progress under its teachings than during many years before under the ordinary methods. Many of its pupils have successfully appeared in public concerts, on the operatic stage, and occupy fine positions in church choirs, as piano teachers, and in orchestras all over the country. This is the result of careful and efficient teaching, and because the teachers employed at the Conservatory are among the first in their profession. The concerts and public examinations of the Conservatory during each successive season are ample proof of this; the scholars, year after year, executed works with a clearness of conception and technical finish which satisfied the highest expectation of a critical audience.

The Faculty: Mr. A. Waldauer, violin department; Mr. M. I. Epstein, piano department; Madame Isidora E. Clarke, vocal department; Mr. Herman I. Epstein, piano department; Miss Lillie McEwing, piano department; Miss Selma Krauss, piano department; Miss B. Mahan, organ department; Mrs. F. E. Grant, harp department; Mr. L. Mayer, violincello; Mr. M. I. Epstein, harmony and composition; Mr. E. Buechel, flute; Mr. L. Brun, clarionet; Mr. H. I. Epstein, harmony and composition.

For full particulars address the proprietors, Waldauer & Epstein, as above.



Hayward's Shorthand and Business College.

HAYWARD SHORT-HAND, TYPE-WRITING AND COMMERCIAL COLLEGE.—To those who have not the time to spare for classical education, or those whose education has not fitted them for the work of a counting room, commercial schools offer special inducements. Mr. Charles J. Hayward, who is the proprietor of this college, has an unsurpassed reputation. He is a graduate of Dartmouth College, where he took the degree of A. M. He was a teacher East for ten years previous to his connection with this school, which was then in charge of Mr. Martin, upon whose death he became the proprietor. Its course is book-keeping, business arithmetic, writing, commercial law, correspondence, grammar, spelling, short-hand and type-writing. The course is thorough, and there are over 400 scholars attending each year. Its graduates are now filling important positions in counting rooms throughout the land, which shows conclusively the value of their training.

Owing to the unprecedented success of his school he has been obliged to seek larger quarters and has now located himself at Nos. 702, 704 and 706 Olive street.

The building is new, there is plenty of light and air, and he has fitted it up with all the modern requirements of a first-class Commercial College. For further information address as above.





Foundation furnished by Grafton Quarry Co.

THE NATIONAL BANK OF COMMERCE.

Capital, \$3,000,000.

Surplus and profits, \$600,000.

BANKING AND FINANCE.

St. Louis has reason to be proud of her position in the financial world. In strength, solidity and careful, yet enterprising management, her banks and financial institutions have a record almost unequalled and certainly unsurpassed by those of any city in the United States. She has now twenty-five banks, all St. Louis institutions, owned and controlled by her own citizens, and conducted on the soundest financial principles. Many of them have been in existence for years, and have passed unscathed through panics that have destroyed and ruined much more pretentious corporations in other great cities.

In banking and finance, as in commerce and manufactures, her progress has been steady and is constantly improving. During the past year this has been especially noticeable. Several new banks have been established, and the capital stock of some of the old ones largely augmented. The clearing house reports for 1890 show an increase of 13.38 per cent over 1889, and the combined capital of the banks and purely financial corporations of the city, as per the annual statement of the Secretary of the Merchants' Exchange, is \$26,637,401. This is certainly a handsome showing and a substantial evidence of remarkable prosperity. That this fact is well appreciated in the world of finance, is proved by the disposition, almost amounting to anxiety, of outside and foreign capitalists to invest their money in St. Louis. In banking, commercial, manufacturing, real estate and other interests, abundant capital from all parts of the United States and Europe eagerly seeks entrance here. The consequence is, the financial strength of the city, than which nothing more absolutely denotes prosperity, is thoroughly established and universally known. The result, and one which

no other western city can present, is, that St. Louis Banks and Financial Institutions are in a condition to and actually do loan more money to parties outside of her limits than any other city in the country except New York.

It is but a question of time, and if things progress for the future as they have done in the past, only a short time, when St. Louis will be the financial center of the United States as she is now of the Great West.

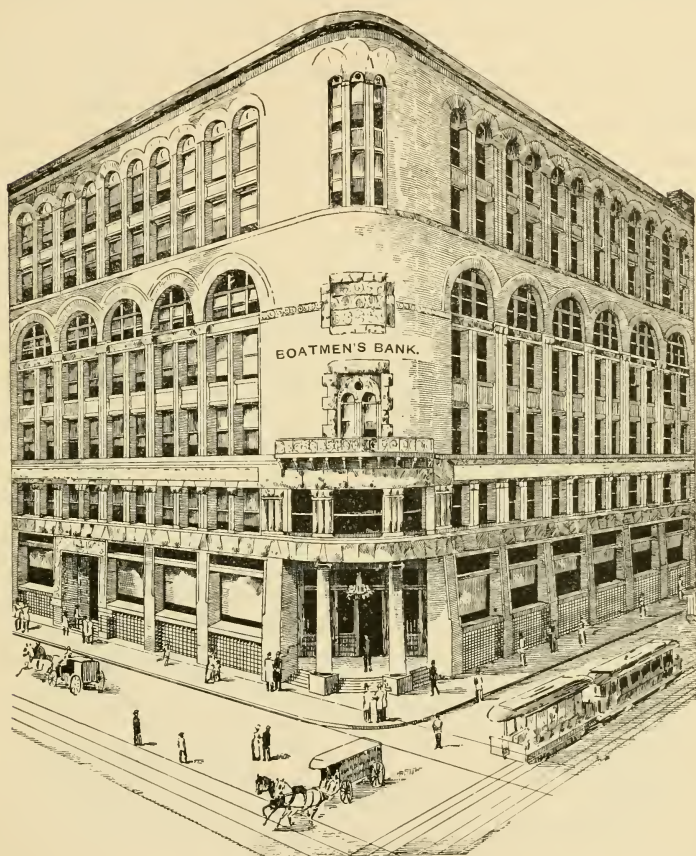
This may seem a rather strong, and to Eastern men an improbable statement, but an intelligent and unprejudiced investigation of the facts will corroborate it. Never was the "manifest destiny" of St. Louis more apparant; never so certainly within reach as in this year of 1891.

To the bankers and financiers of the city and their methods this propitious state of affairs is almost entirely due, and to them the merit should be accorded.

BOATMEN'S BANK, St. Louis; capital, \$2,000,000; surplus, \$300,000. Original charter, without capital, "saving bank" plan: Bank owned by "original six months depositors," 1847; second charter—capital, \$400,000, 1856; present charter—capital, \$2,000,000; result of accumulations after paying to stockholders \$1,100,000, 1873. Rufus J. Lackland, President; George S. Drake, Vice-President; William H. Thomson, Cashier; W. A. Clendenin, Assistant Cashier. Directors—Samuel Cupples, President Samuel Cupples Woodenware Co.; Carlos S. Greeley, President Greeley-Burnham Grocer Co.; Wm. A. Hargadine, Vice-President and Treasurer Hargadine-McKittrick Dry Goods Co.; Jerome Hill, Hill, Fontaine & Co.; William L. Huse, President Huse & Loomis Ice and Transportation Co.; George E. Leighton, President Bridge & Beach Manufacturing Co.; Edward C. Simmons, President Simmons Hardware Co.; Edward Whitaker, Whitaker & Hodgman; Rufus J. Lackland, George S. Drake, Wm. H. Thomson.

Accounts solicited, offering every accomodation and facility consistent with legitimate and safe banking. Interest paid on time deposits only.

For nearly fifty years this institution has breasted every financial panic, and to-day is one of the reliable banks of the country. The names of the gentlemen who manage its affairs



Boatmen's Bank.

Capital, \$2,000,000.

Surplus, \$300,000.

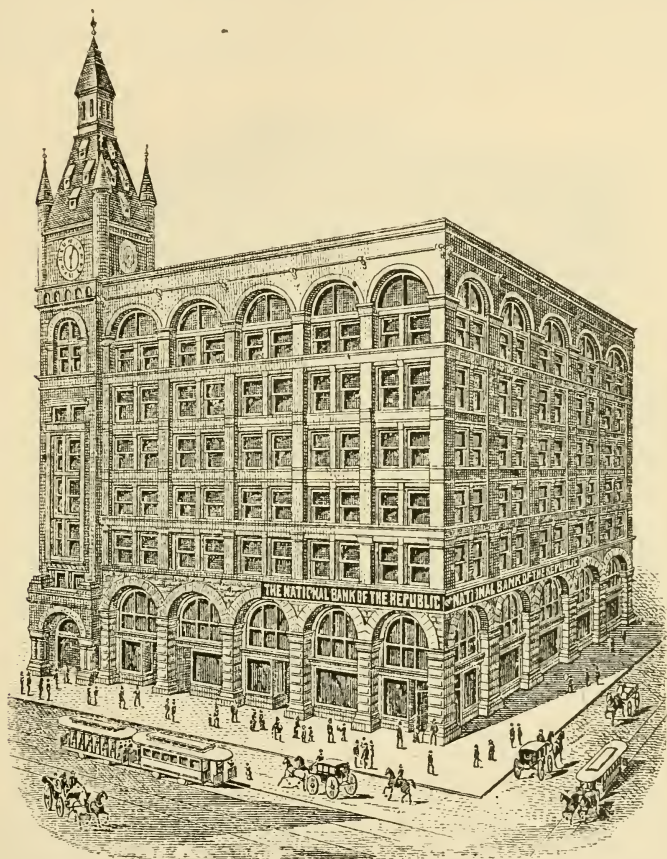
are given above; they represent the financial wealth of the city, and it would be gilding gold to puff an institution that they had anything to do with.

CHEMICAL NATIONAL BANK—Sixth and Locust : capital, \$500,000. This bank, organized with a paid-up capital of \$500,000, will occupy the new Oriel building on the southeast corner of Locust and Sixth streets. The president of the bank is Mr. J. C. Richardson, well known in the West as one of our most energetic merchants, having long been connected with the largest drug house in the West—the Richardson Drug Co. Since their destructive fire, when the concern went out of business, he has been prominently connected with other business ventures which, like the former, has been phenomenally successful. The vice-president, Mr. Francis Kuhn, is prominently known in business circles as one of the proprietors of the Anthony & Kuhn brewing establishment. The cashier is Mr. C. S. Warner, who was for twenty years with the Mechanics' Bank, which he left to secure a more lucrative position with the Bank of Hannibal, which he has resigned for the Chemical Bank. There is no doubt but what the increasing business of St. Louis demands more banks; also that its officers shall be imbued with the need of our rising firms. Such are the men who are at the head of this bank, and it goes without saying that the "Chemical National" will be a success.

The board of directors, as will be seen by the names below, are men who enjoy splendid business standing; their names are: J. D. Bascom, 704 N. Main street, St. Louis; J. B. Greensfelder, 415 Locust street, St. Louis; Major W. S. Pope, Laclede Building, St. Louis; Estill McHenry, room 503 Commercial Building, St. Louis; A. O. Rule, 112 N. Eighth street, St. Louis; Francis Kuhn, 1221 Sidney street, St. Louis; Martin Collins, 105 N. Third street, St. Louis; F. M. Gillett, 5 Wall street, New York; C. Kilpatrick, care Rutledge & Kilpatrick, 720 Pine street, St. Louis; F. A. Bensberg, 208 Walnut street, St. Louis; J. D. Winn, care Lambert Pharmacy Co., 314 N. Main street, St. Louis; Hamilton Daughaday, care Samuel C. Davis & Co., St. Louis; J. C. Richardson, Chemical National Bank, St. Louis.

THE NATIONAL BANK OF THE REPUBLIC OF ST. LOUIS.—This bank opened its doors for business on the first of

March, 1890, and since that time, from good management, has had a wonderfully successful career. H. C. Hieatt, the president, is from Ft. Worth, Tex.; E. F. Williams, the vice-presi-



The National Bank of the Republic.
Capital, \$500,000.

dent of the "Hamilton-Brown Shoe Co.;" Jno. Caro Russell, cashier, is from Tyrrell, Tex., and Van Runyan is an old St. Louis boy who has been brought up to the business. It's no

wonder that with such a team that the bank is a success. The capital of the bank is \$500,000; and the directors are well known and substantial men. Their names we give below:

E. F. Williams, Vice-President Hamilton-Brown Shoe Co.; Henry J. Meyer, Vice-President Meyer Bros. Drug Co.; Henry Rhorer, President Provident Chemical Works; J. J. Phillips,



American Exchange Bank.
Capital, \$500,000. Surplus, \$295,000.

Janis, Saunders & Co., Wholesale Dry Goods; J. J. Wertheimer, Shafer, Swarts & Co., Wholesale Boots & Shoes; J. J. Sylvester, President Sylvester Coal Co.; Henry Hiemenz, Jr., Real Estate; H. C. Hiatt, President; Jno. Caro Russell, cashier.

AMERICAN EXCHANGE BANK—Third and Pine streets; capital, \$500,000; surplus, \$295,000. This bank is one of our solid

financial institutions, and its growth has surely been phenomenal, as will be seen by the following comparative statement:

COMPARATIVE STATEMENT.	Jan. 1, 1888.	May 1, 1891.
Loans and Discounts.....	\$388,290 74	\$1,931,426 05
Stocks, Bonds and Real Estate.....	21,011 90	1,210 34
Due from Banks, and Currency on hand.	73,227 59	452,235 48
Total.....	\$482,530 23	\$2,384,871 87
Capital.....	\$200,000 00	\$500,000 00
Surplus and Undivided Profits.....	70,740 71	327,240 69
Bank Deposits	721 90	77,058 03
Individual Deposits.....	211,067 62	1,480,573 15
Total	\$482,530 23	\$2,384,871 87

This large increase of business has been met by increased facilities, and there is to-day no institution in our city better equipped to transact business than it.

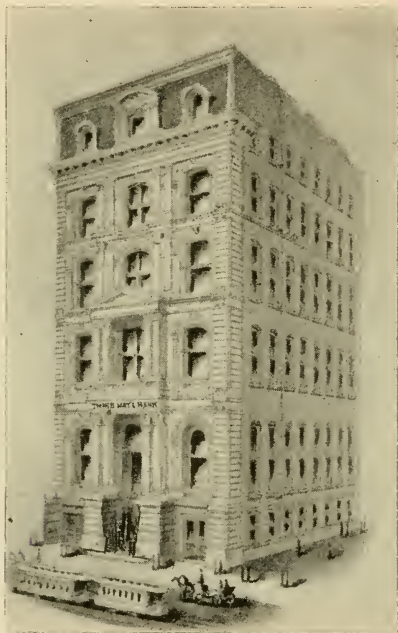
The officers and directors are: Peter Nicholson, President; Alvah Mansur, Vice-President; Walker Hill, Cashier; Ephron Catlin, Alonzo C. Church, Geo. W. Updike, F. W. Humphrey, J. B. C. Lucas, Sam'l M. Kennard, F. G. Niedringhaus, Daniel S. Holmes, John W. Turner, Geo. S. Meyers.

THE LACLEDE NATIONAL BANK.—Capital, \$1,000,000; surplus, \$140,000,000. S. E. Hoffman, President; John D. Perry, Vice-President; James B. True, Cashier. Directors: Charles Clark, John D. Perry, B. F. Hobart, Julius S. Walsh, Geo. H. Goddard, Charles A. Cox, D. W. Caruth, L. D. Dozier, H. A. Blossom, S. E. Hoffman, Alfred Clifford, Williamson Bacon, Wm. H. Lee.

This bank is located on the corner of Fourth and Olive streets, in the Laclede building. With ample capital, is managed with a degree of skill surpassed by none; its quarters are central; its correspondents far reaching; its officers are fully abreast of the times, which accounts for its successful career.

THIRD NATIONAL BANK, 417 Olive street. Capital, 1,000,000. Surplus, \$200,000. George T. Cram, President; N. O. Nelson, Vice-President; T. A. Stoddard, Cashier, and Jos. B. Shaefer, Assistant Cashier. This, one of our oldest monied institutions,

has lately, owing to the large increase in the volume of their business, completely remodelled their bank, the entrance now being on the ground floor. The interior arrangements are a marvel of convenience and taste. Their directory numbers in it some of our gilt-edged merchants, a list of which we append: Directors: Thomas E. Tutt, Capitalist; William T. Wilkins,



Third National Bank.

of Senter & Co., Commission Merchants; C. H. Huttig, President Huttig Sash & Door Co.; Fielding W. Oliver, Treasurer Tudor Iron Works; George T. Cram, President American Central Insurance Co.; Francis H. Ludington, of H. & L. Chase, Manufacturers; Nelson O. Nelson, President N. O. Nelson Mfg. Co.; Archibald E. Mills, of Mills & Averill? Marcus Bernheimer, of Scharff, Bernheimer & Co. With this board the future of this bank is assured.

THE GERMAN SAVINGS INSTITUTION—Was organized in 1853, and has a capital of \$250,000, with a surplus of \$450,000. It is one of the best known of our banks, and as will be seen, numbers among its directors some of the most influential business men of our city. They are L. W. Meister, President; John Wahl, Vice-President; Richard Herpes, Cashier, and H. Hunicke, Assistant Cashier. Associated with them are Louis Fusz, A. Nedderhut, Chas. L. Orthwein, J. G. Greer, Wm. Koenig, Adolphus Boeckeler.

THE NATIONAL BANK OF COMMERCE.—This, one of the leading banks in St. Louis, has had a wonderfully successful career. This is no doubt due to its management, which has had broad views without trespassing upon safety. Its president, Mr. W. H. Thompson, is largely identified with the interests of St. Louis, and its cashier, Mr. J. C. Van Blarcom, fully understands the requirements of his position. Nathan Cole is the vice-president and John E. Thompson is assistant cashier. With a capital of \$3,000,000 and a surplus of \$600,000, they are prepared to give all the accommodations required by their customers.

The following solid men compose the directory:

James W. Bell, President Buck's Stove & Range Co.; C. B. Burnham, Vice-President Greeley-Burnham Grocer Co.; Nathan Cole, President Cole Bros. Commission Co.; Sam'l M. Dodd, President American Brake Co.; G. J. Plant, President Plant Milling Co.; Chas. D. McLure; W. H. Thompson, President The National Bank of Commerce; C. C. Rainwater, President Rainwater-Boogher Hat Co.; John Whittaker, of Messrs. Francis Whittaker & Sons.

Another of our financial bulwarks is the Mechanics' Bank, established in 1857. Its capital is \$600,000, with a surplus of over \$500,000. Its officers and directors are as follows:

D. K. Ferguson, President; D. R. Garrison, Vice-President; R. R. Hutchinson, Cashier; J. T. Drummond, Wm. Somerville, E. N. Leeds, Ben. B. Graham, Ezra H. Linley, Chas. H. Turner, John N. Booth, James Green.

INTERNATIONAL BANK OF ST. LOUIS.—Organized 1865, re-organized 1885. Capital, \$200,000; surplus, \$50,000. August W. Straub, President; J. Sibley White, Vice-President; Adolph Herthel, Cashier; F. A. Hehmann, Assistant Cashier. Directors: Chas. F. Hermann, Adolph Herthel, John Maguire, J. H. Aug. Meyer, Theo. Plate, A. C. Stifel, A. W. Straub, C. Th. Uhlmann, J. Sibley White.

KRAUSS, QUIGLEY & Co., Bankers, 7129 S. Broadway, St. Louis. Established December 26, 1891. This firm, composed of John Krauss, W. B. Quigley and W. Frank Street, transacts a general banking business. Accounts of firms and individuals solicited. Issues and cashes drafts, checks and bills of exchange on all the principal cities of Europe and America. Pays interest on time deposits. Deposits of \$1 and upwards received.

Collections and business of banks and merchants' drafts on customers a specialty, with remittance at lowest rates.

Securities Department.—Municipal, county, township and school bonds; guaranteed first mortgages on improved farm lands, and first mortgages on city property negotiated at lowest rates. Titles examined and taxes paid for non-residents. Correspondence respectfully solicited. W. Frank Street, late cashier Western Bank & Trust Co., Sturgis, S. Dakota, Cashier.

Foreign Exchange Department.—We issue our own drafts direct in any amount on all the principal cities in the following countries, payable in the money of the country on which the drafts are drawn:

Great Britain and Ireland, Germany, Switzerland, France, Belgium, Holland, Norway, Sweden, Denmark, Italy, Russia, Spain, Portugal, Austria.

Persons sending money to the old country will find this the safest, quickest and cheapest way of transmitting funds.

The gentlemen owning this bank are well known and perfectly reliable, and business entrusted to their care will be promptly attended to.

TRUST COMPANIES.

ST. LOUIS TRUST COMPANY—Thos. H. West, President; John T. Davis, First Vice-President; John A. Scudder, Second Vice-President; A. C. Stewart, Secretary and Counsel. Directors: John T. Davis, Daniel Catlin, Samuel W. Fordyce, August Gehner, Henry C. Haarstick, Wm. L. Huse, Chas. D. McLure, Alvah Mansur, Edward S. Rowse, John A. Scudder, Edward C. Simmons, Edwin O. Stanard, J. C. Van Blarcom, Thos. H. West, Edwards Whitaker.

Title Department—On November 1st, 1890, this company was the strongest financial institution west of the Mississippi; it purchased the abstract books and title records of the Sterling & Webster Company, and thus became the sole owners of all the books of that company and also those of J. G. McClelland and H. W. Williams, whose records and business had heretofore been purchased by Sterling & Webster. The Title Department contains a complete record of every instrument of writing from our earliest history in America in any wise affecting lands in St. Louis city and county, with plats of every lot, tract or subdivision of land therein, together with a record of every judgment ever rendered in our courts affecting such titles, and a full record of all the proceedings had in the settlement of any estate. In addition to all this the Title Department of the St. Louis Trust Company has a vast amount of valuable information collected within the last thirty years which can be obtained from no other source. The difficulty heretofore has been that men had to wait a week or more to obtain a certificate or abstract, and this of itself has retarded sales and diminished business. This department is now thoroughly under control, and its system is so complete and perfect that work can be done within from twelve to twenty-four hours, and even in less time when occasion demands it. With these facilities, and with the best legal advice obtainable, there is no reason why the Title Department of the St. Louis Trust Company should not receive the generous support it deserves. This department has introduced a new feature; they can guarantee a title absolutely.

This guaranty, supported as it is by the great wealth of the Trust Company, is in itself an instrument of title equal in value to the property itself. Heretofore nothing could be obtained in St. Louis but an abstract or a certificate. The departure will be warmly welcomed in St. Louis and must prove very successful and serviceable. An abstract, a certificate or a guaranty stands upon the same footing as a warranty; if the warrantor be not financially responsible of what value is it? You can obtain your judgment, but how can you collect it? The St. Louis Trust Company's directors are amongst the most influential, wealthy and enterprising in St. Louis. Their successful career is a part of the best history of the city and its most certain indication of future advancement. The Title Department is at 615 Chestnut street, in large commodious quarters, and is in charge of Mr. H. Y. Sherwood, the general manager.

THE MISSISSIPPI VALLEY TRUST CO., 303 N. Fourth street. This is a St. Louis institution, officered, managed and directed by St. Louis men, and organized and incorporated under the laws of Missouri, and has on deposit with a State officer \$200,000 to protect its trust liabilities. It has a capital of \$1,500,000. It has a trust, savings and safety deposit department, each independent of the other, but under the same management and control. The trust department acts as executor, administrator, guardian, curator, assignee, receiver, depository of money in court, trustee under wills, deeds of trust and mortgages, buys and sells securities, etc., becomes surety on bonds, invests money, collects incomes, acts as custodian of wills and receives papers to be held in escrow.

The savings department receives deposits of \$1 and upwards, and pays 4 per cent. per annum on all sums on deposit on the first days of June and December which have been on deposit for thirty days or more.

The money deposit department receives deposits subject to check, issues demand and time certificates of deposit at special rates of interest. Pays interest on money in escrow and trust funds. Makes loans on real estate and collateral. The safety

deposit department is thoroughly fire and burglar proof; all modern conveniences and appliances. Receives valuable papers on special guarantee. Room exclusively for ladies, and also for committees, trustees and officers.

All business confidential. For full particulars call at office. The officers of the company for 1891 are Julius S. Walsh, President; J. D. Perry, First Vice-President; John Scullin, Second Vice-President; Breckenridge Jones, Secretary.

The following are the directors for 1891:

Thos. T. Turner, Wm. F. Nolker, Thos. O'Reilly, M. D., Charles Clark, S. W. Cobb, Aug. B. Ewing, S. R. Francis, L. G. McNair, Joel Wood, John D. Perry, John Scullin, Williamson Bacon, B. F. Hammett, S. E. Hoffman, D. W. Caruth, Chas. H. Bailey, F. W. Paramore, George H. Goddard, James Campbell, John W. Kauffman, Julius S. Walsh.

THE MERCANTILE AGENCY—R. G. Dun & Co., proprietors. This agency, the operations and reputation of which are world-wide, was founded in 1841 by Judge Lewis Tappan in the city of New York. Since that time it has been carried on uninterruptedly by his successors in the United States and Europe under the styles of Lewis Tappan & Co., Tappan & Douglas, B. Douglas & Co., Dun, Boyd & Co., Dun, Barlow & Co., and R. G. Dun & Co., and in Canada as Dun, Wiman & Co. It has never been incorporated, and the only changes that have occurred in the firm have been caused by death or retirement of partners. The purpose of the agency is to furnish to its subscribers, for business purposes, information as to the standing of merchants, manufacturers, bankers, etc., and the agency expends millions annually in the effort to gather its vast stores of information, and to make its reports accurate. The St. Louis branch of the agency is located in Gay's Central Building, corner of Pine and Third streets, occupying the entire second floor and a large part of the seventh floor of that immense structure. It is under the management of Mr. C. B. Smith, and has a force of seventy-five employes; and in addition to its other facilities has a private printing and publishing department. The St. Louis branch,

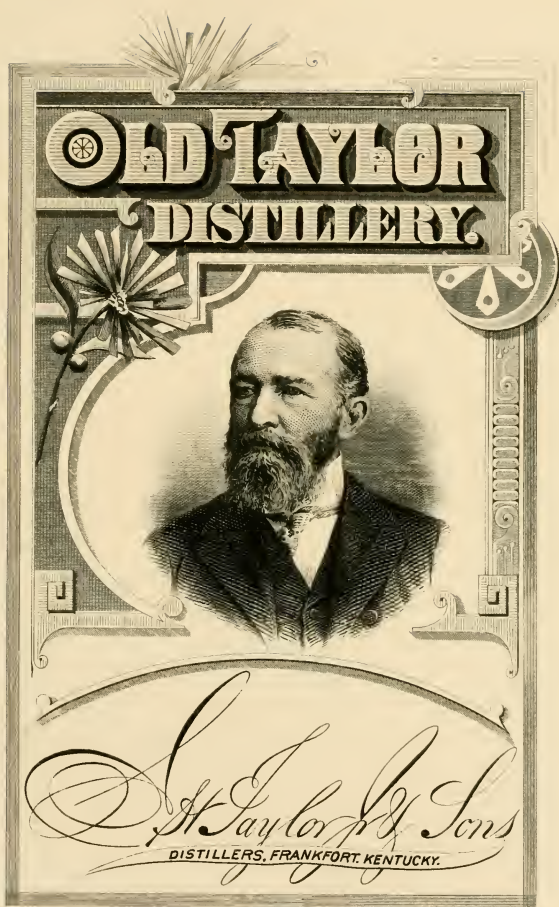
like all others maintained by this company, has a well-appointed collection department attached to it.

BANK ENGRAVING.


Among the many large enterprises of St. Louis none are pointed to with a greater degree of pride than the plant of the St. Louis Bank Note Company. This company began business in St. Louis in the year 1870, and commenced educating the people of the West to a higher standard of artistic work than they had ever before known. Like all great enterprises the beginning was naturally small, and it took time, energy and enterprise, combined with the finest talent, before the people of the West could be convinced that here in St. Louis they could obtain all kinds of high classed steel plate work, executed with a degree of excellence equal to any accomplished by the national government or by any bank note company in Europe or America. This company is now known from the Atlantic to the Pacific, and their work has established such a reputation that to-day they stand among the leaders of artistic steel plate work in the United States. During the last few years thousands of dollars have been spent in procuring the most eminent artists to be had in Europe or America, and in having built the best machinery for the execution of fine work. In proof of this assertion we would call particular attention to the insert of E. H. Taylor, Jr. & Sons, Distillers of Frankfort, Ky., opposite page, the design and execution of which will inevitably appeal to all lovers of artistic work.

They make a specialty of engraving and printing bonds, stock certificates, bank drafts and all documents requiring security, and execute same with every safeguard against counterfitting.

This company has also a fine lithographic plant, and this branch of the business receives the same careful attention as their steel plate work. Their long experience, together with a large variety of stock vignettes, suitable to almost every purpose, enables them to furnish lithographic work of the finest character, both as to design and execution.



OLD TAYLOR
DISTILLERY



J. H. Taylor & Sons
DISTILLERS, FRANKFORT, KENTUCKY.

ST. LOUIS BANK NOTE COMPANY

The office of the company is 38 Laclede Building, where we would recommend all desiring fine work to call and examine their samples of railroad, State, county, city and corporation bonds, certificates of stock, bank stationery, commercial forms, etc., and be convinced that in the St. Louis Bank Note Company St. Louis has an institution of which she is justly proud.



THE MERCHANTS' EXCHANGE,

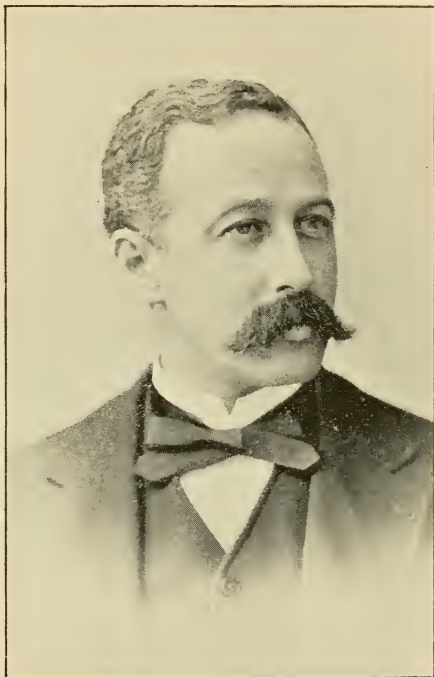
Or Board of Trade of St. Louis, as at present constituted, was organized in 1862, and for a time was known as the Union Merchants' Exchange, to distinguish it from the "Chamber of Commerce." The original officers were: Henry J. Moore, President; Carlos S. Greeley, Vice-President, and Clinton B. Fisk, Secretary and Treasurer. In 1863-4 J. H. Alexander was elected secretary and treasurer. He was succeeded in 1865 by the present incumbent, Geo. H. Morgan, who has held the office continuously ever since, discharging its duties with signal ability and a conscientious faithfulness that have made his name and work known wherever the Commerce of the United States extends.

The president of the Exchange for 1891 is Marcus Bernheimer, whose fitness for this important position was so universally recognized by his fellow merchants that he was elected without opposition.

Mr. Bernheimer came to St. Louis in 1875, and embarked in business with Mr. Scharff, under the firm name of Scharff & Bernheimer, a concern that has had an unprecedented run of business. On January 8, 1879, Mr. Bernheimer led to the altar Miss Ella Hayman, of Philadelphia. Notwithstanding Mr. Bernheimer's large commercial interests, he has still found time to devote considerable attention to charitable and other public objects. He founded and is still president of the Associated Hebrew Charities of the United States, and was for eight years president of the Hebrew Relief Association of this city, being still one of the board of directors. He is also treasurer of the Martha Parsons Free Hospital for Children; a director of the Children's Fresh-Air Mission; a director of the Cleveland Orphan Asylum, at Cleveland, O.; a director of the Third National Bank of this city; was the founder and leader of the East

End Improvement Association, which has accomplished so much for that important business quarter; is president of the Sunset Hill Electric Light, Water and Power Company, which is about to establish a comprehensive system of electric lights and water works in the western suburbs of St. Louis.

To her Board of Trade, and the representative men composing it, St. Louis owes her proud place among the great cities of the world. Their active, patriotic and intelligent devotion has done more for her than all other influences combined. They have labored for and advanced her interests not only commercially, but in every other material way, and have gained her a world-wide reputation for charity, liberality and philanthropy. They have been foremost



Marcus Bernheimer, President.

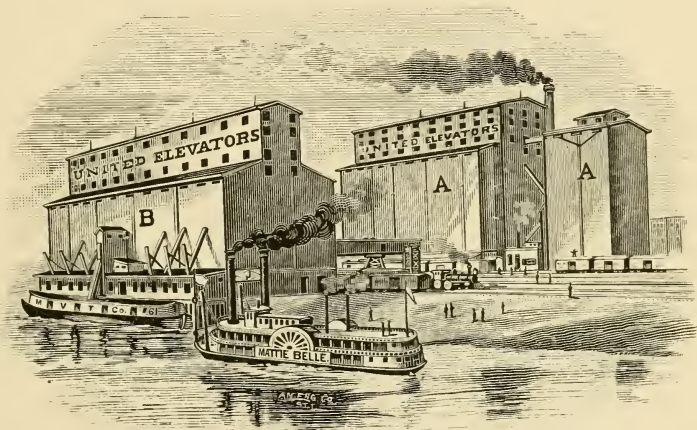
in every movement for her welfare and, in brief, compose a body of representative business men and public-spirited citizens, who have always performed their whole duty to St. Louis and the community. So firmly is the reputation of the Board of Trade established, that it has the full confidence of the people of all classes, who in all cases of emergency of whatever kind

at home look always first to it for advice and appropriate action, and when catastrophe or calamity occur to a sister city, no appeal is necessary for prompt and substantial assistance. Commerce, manufactures, art and science all receive its encouragement and experience its beneficence. On the roster of the St. Louis Board of Trade are names of men famous all over the world for all the attributes that deserve esteem and command success. As a corporate body of live, enterprising and pushing business men of the highest ability and strictest probity, it has not and never can have a superior.

The "annual statement of the Trade and Commerce of St. Louis, for the year 1890, reported to the Merchants' Exchange, by Geo. H. Morgan, Secretary," is a pamphlet of about 300 octavo pages, replete with valuable information and valuable statistics. It is a work which represents much labor and research, nobly performed, and shows in the most positive manner the rapid strides toward greatness made by St. Louis under the fostering care of the Merchants' Exchange.

ST. LOUIS UNITED ELEVATOR Co.—Rooms 505, 508, 509, 510 American Central Insurance Building. This company was incorporated July 20, 1889, and was formed by buying all the grain elevators in St. Louis, save that of the Missouri Pacific Railway elevator at Carondelet, and all in East St. Louis, save the Advance elevator, which they secured on the 1st of October last. The capital stock of this vast and vigorous corporation is \$2,465,000, which will be increased in December to \$2,685,000. The capacity of the combined elevators is 11,000,000 bushels, which can readily be increased as occasion may demand. St. Louis can now boast the largest elevator syndicate in the world, and one that will redound to the benefit of buyers, shippers and consumers in a degree that is simply incalculable. Unlike most corporations, the St. Louis United Elevator Co. was not founded for purposes of gain, but simply to supply the public with better rates, facilitate trade, and systematize the business, and it is already apparent that these ends are being, in fact we

may say have been secured. The company is officered as follows: Web. M. Samuel, President; Hugh Rogers, Vice-President; B. L. Slack, Secretary, and C. A. Cunningham, Assistant Secretary. These gentlemen are known all through the commercial world as practical business citizens, with plenty of capital at command to make a triumphant ten-strike of any enterprise which they may undertake. And they not only have capital, they have pluck, talent and zeal, and possess all the characteristics that contribute to success. Other markets may boast and brag of being the great grain centers of the world, but



when it comes right down to facts and figures St. Louis takes the pennant in that line, and will hold it, too, against all comers: hold it all the more securely, now, that it has the largest, best and most systematic elevator system on our planet.

DODSON-HILS MANUFACTURING CO.—As this concern is the largest of its kind not only in St. Louis but in the United States an account of its rise, progress and facilities, will be found of more than usual interest.

The company was established in 1881, and from the start acted on one plan—to put on the market better goods than anyone else was making. Their efforts were appreciated by the

public, and their trade so increased that in 1886 it was deemed advisable to incorporate, which was done.

The building then occupied proving inadequate, in 1889 they moved into the building shown in the illustration, covering about one acre, three stories in height, and with unexcelled shipping facilities—the Merchants' Terminal running through the works.

The company put up every variety of pickles called for in the market, both English and American style. Their vinegar factory, located corner Sixth and Gratiot streets, has a capacity of 20,000 barrels per annum.

Their extensive salting works are located at Canton, Mo., and Carlinville, Ill.

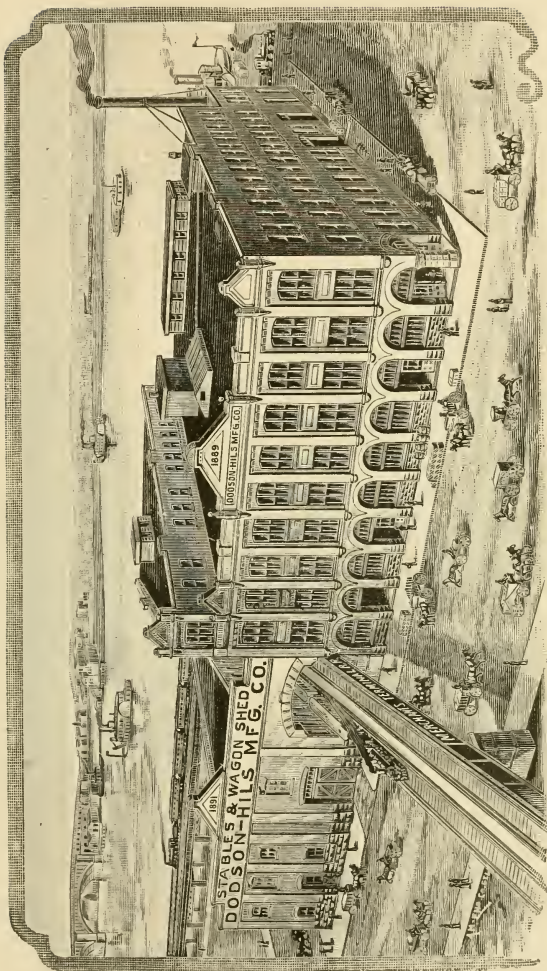
Their shelf goods department includes catsups, mustards, spices, baking powder, flavoring extracts, blueing, table and fruit syrups, honey, cider, etc. These goods are shipped into thirty-eight States, exported to South America, and with a continually extending trade it is the ambition of the company to send their goods to every point for which transportation facilities can be found, even to the utermost parts of the earth.

The company employ about 250 hands, with an average weekly pay-roll of \$2,000. Have twenty traveling men constantly on the road, and their out-put last year was just a trifle in excess of three-quarters of a million dollars.

In order to familiarize people with their goods they each year make a handsome display at the Exposition and Fair.

The officers of the company are John Dodson, President, and Edward Hils, Secretary and Treasurer, and they, with Marquardt Forster, Jr., and Wm. W. Price, constitute the board of directors.

They are men who have proven their ability by the able manner in which they have advanced the business interests of this company. They are assisted by Mr. Frank C. Meyer, in charge of the shelf goods department, Mr. Albert Hils in charge of the salting works, and Mr. Armin Zott in charge of pickling and vinegar works.



COFFEE AND SPICES.—For years St. Louis, as a coffee market, has outranked all others in the United States, with the exception of that of New York alone.

It is estimated that this city distributes one-twenty-fifth of the entire coffee crop of Brazil, whose annual product is about 5,000,000 bags. Of late years the trade in roasted coffees, owing to the superior facilities of our St. Louis roasters for supplying style, grade and quality of roast, is fast supplanting that in green coffees.

The shipments and receipts of coffee at this port for 1890 show an appreciable and gratifying increase over the preceding year. The figures are as follows:

	1889.	1890.
Receipts.....	211,780 bags.	222,765 bags.
Shipments.....	196,682 “	202,810 “

A review of the coffee trade of St. Louis, without mention of the house of Wm. Schotten & Co., would be like a performance of “Hamlet” with Hamlet left out. The foundation of this business was laid in 1846, in a small way, by the father of the present proprietors. The demand for their products gradually increased and their goods came to be regarded as the standard in quality. This continued until with continued enlargements of their facilities they stand at the head of their line of business in the West.

They carry a complete assortment of teas, coffees and spices. However, their specialty is coffee, of which they handle all varieties, green and roasted. Their standard roasted brands are always uniform in quality and thoroughly cleansed.

Their standard brands of ground spices are conceded to be the first on the market.

The tea department is most complete in every detail; all varieties and grades known to the tea trade are always kept in stock.

In addition to their spacious premises at 111 and 113 South Second street, the firm has large warehouses at Nos. 7 and 9 North Second street. Their trade covers the territory tributary

to St. Louis. It is steadily increasing each year, keeping pace with the growth of the vast territory which it so satisfactorily supplies.

THE CENTRAL TYPE FOUNDRY, corner Fourth and Elm streets, justly claims to be the largest and best appointed foundry in the world. It occupies almost the entire immense building, which is fitted with every convenience that can be thought of. The Central Type foundry began business about ten years ago



and has made a specialty of copper alloy metal type, a compound which is warranted to be by far the lightest and most durable of type metals. The immense business of the Central extends over the civilized world. They have agencies in all the principal cities of America, also agents in England, Germany, Australia and the British provinces. The Central has recently bought the controlling interest in the Boston Type Foundry, the oldest and largest foundry in New England, and with unlimited capacity and abundant means will long continue to occupy the foremost position among the makers of printers' material. The

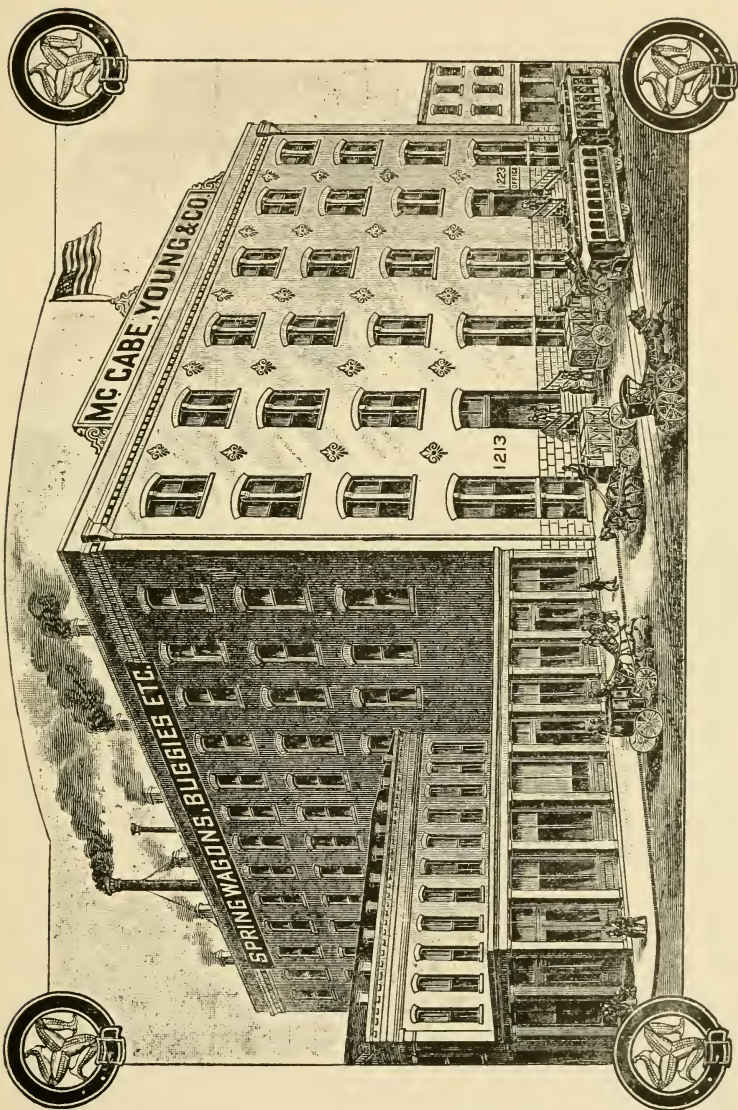
officers of the Central Type Foundry are, C. Schraubstadter, President; J. A. St. John, Treasurer and Manager.

CANDY MANUFACTURING.—Among the candy manufacturers we note the Wenneker-Morris Candy Company. It has been one of the most successful concerns in this line of business that ever began the manufacture. The fact that they have eighty-six people on their salary list, in their factory alone, who have made full day's work every day, and one and one-half day each day for the last four months, will satisfy every cool-thinking person that the above statement is correct. The business for the ten months that they have been in it, up to January 1, has been \$260,000, which amount is far above that of many others in the candy manufacturing business for years. It only demonstrates what push, hard work and honest dealings will do. For the year of 1891 many surprises are in store prepared by this enterprising firm, and, barring accidents, the Wenneker-Morris Candy Company will rank among those in the front line of the candy business, not only in the City of St. Louis, but in the United States.

MCCABE, YOUNG & CO., wholesale manufacturers of vehicles, a cut of whose factory and sales-rooms is shown on the opposite page, aptly illustrate the fact that energy and perseverance will triumph. They have for years been recognized by the trade all over the South and West as leaders in their line of manufacture, and when it is considered that there are none west of the Mississippi, if indeed in the country, who make anything like the variety of vehicle that they do, it will be understood that their patrons are numerous, and their fame widespread.

While for many years employing their energy almost exclusively in catering to the outside trade, they have recently established a mammoth retail department and are enjoying a most liberal patronage.

In their show-rooms may be found an endless and varied assortment of business and pleasure vehicles, and those in search of a wheeled vehicle are hard to suit if, after a walk



McCabe, Young & Co., Carriage Manufactory.

through their repositories and an inspection of their stock, do not find exactly what they want.

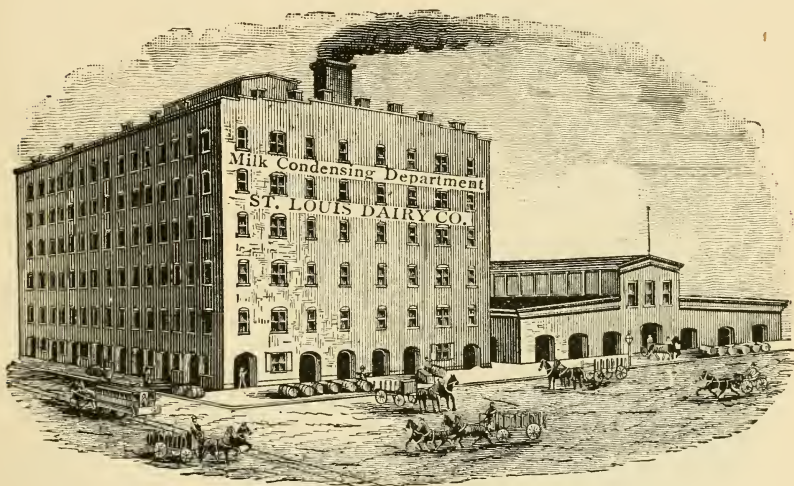
Their location is most convenient for either the non-resident or city buyer, being situated on Broadway, our greatest and most prominent thoroughfare, and in the heart of the business section, only a few squares from the hotel center and directly opposite the grand new Union Depot site of the Merchants' Bridge and Terminal Railway, being Nos. 1213, 1215, 1217, 1219, 1221 and 1223 North Broadway.

JAMES A. WRIGHT & SONS CARRIAGE CO. was established in 1847 by Mr. James A. Wright, and from the commencement has gained in importance until it occupies a leading position in the carriage manufacturing of the country. They have from the start made a specialty of the manufacture and repairing of fine carriages, etc., and in their splendid six story building, which has a floor space of over 100,000 square feet, they carry a complete stock of finished coaches, landaus, barouches, surreys, wagonettes, T-carts, phaetons, road wagons, in fact everything in the line of pleasure vehicles of rare finish and style. Their factory is a massive building 100 x 150 feet, at the corner of Washington avenue and Nineteenth street, fully equipped, and gives employment to nearly 100 skilled artisans, whose workmanship has made the vehicles of this company famous. Mr. Jos. P. Wright is the President, and Mr. Frank L. Wright, Secretary and Treasurer of the company. Correspondence with parties desirous of purchasing anything in their line is solicited.

CONDENSED GERMLESS MILK.—The St. Louis Dairy Company have done more for the health of St. Louis in supplying their customers with pure country milk and compelling others to do the same—by constantly fighting the “stub-tail dairies”—than everything else combined, as they commence at the root, so to speak, as nursing babies and children are the first to receive the benefit, thus making a healthy race in the future. But this is foreign to the subject, as this article will speak more

particularly of their "Germless Condensed Milk," for which they have started a factory on the corner of Twelfth and Market, as shown in the accompanying illustration.

This milk is simply pure unskimmed cows' milk, condensed to a syrupy consistency. It is absolutely germless, as it has been put through a process of sterilization, whereby all living



germs have been destroyed. When used in coffee, custards, ice cream—or for any purpose requiring milk—excellent results are obtained, as it has not the disadvantages of sugared-condensed milk.

That prices are within the reach of all will be seen by the rates below:

Family size, single case, 4 dozen cans in a case, \$6.00.

The directors of the company are T. T. Turner, Chas. P. Chouteau, J. F. Lee, W. R. Sprague, R. R. Hutchison. Dr. H. Dettner, Chemist and Inspector; Charles Cabanne, Manager.

No one can sell as good milk and cream and undersell them.

THE ANDREW GEISEL MANUFACTURING Co., established 1852, manufacturers of ovens and trimmings for oil, gas and gasoline stoves, piece and japanned tinware—Second and Clark avenue.

The name of Andrew Geisel has been known and honored in St. Louis for forty years as that of a skillful, practical mechanic, an upright, progressive business man, a patriotic and



Building of The Andrew Geisel Manufacturing Co.

public-spirited citizen, and a pure and conscientious municipal officer. He served his fellow-citizens two terms as City Treasurer, and left the office with clean hands and the reputation of a model officer. He could be elected to any place in the gift of the people, but preferred to serve in the

ranks. Mr. Geisel first established himself in the tinware and stove business in 1852, and for years was at the head of that business on South Broadway, when it was known as Carondelet avenue, and was the busiest thoroughfare in St. Louis except, perhaps, Franklin avenue. The Andrew Geisel Manufacturing Co. was organized and incorporated on January 1st, and took immediate possession of their magnificent new building on Second and Clark avenue, erected especially for their business. This building is a five-story and basement structure, built of stock brick, and covers an area of 167x70 feet. It is

equipped with all the latest improved machinery, appliances and facilities. All their business is now conducted under one roof, except their japanning department, which will for the present be continued at its old quarters, 1220-22-24 and 26 South Third street. The company does a very extensive city, country and shipping business, and is now on such a basis and conducted in such a manner as to be practically beyond successful competition in quality, quantity and price of output. It is the largest concern of the kind in the West, as solid as a rock, and managed and controlled by gentlemen of the highest business ability, strictest probity and universal popularity. We are under obligations to Mr. A. H. Geisel, son of Mr. Andrew Geisel, and secretary of the company, for courtesies extended during our visit to the works. Mr. A. H. Geisel will be happy to furnish all particulars, catalogues, etc., to parties applying for them. The company have a fine sample and salesroom, it being a real miniature exposition of goods they manufacture.

HORSES AND MULES.

The horse and mule trade of St. Louis surpasses that of any city in the country and probably in the world; so much so that there are large purchases made here every year by foreign governments to supply their armies, and the United States buy nearly all their horses here, and especially is this the case in time of war. The country tributary to St. Louis is the finest grazing one in the world, and the fact that our stock commission dealers are noted for their upright dealings, has caused the trade of the United States to center here. To give an idea of the amount of business transacted and its increase we quote one decade. The shipments of horses and mules for the year 1880 were 44,416, while that for 1890 were 79,030. The increase of receipts were, 1880, 46,011; and for 1890, 82,071, nearly double. One of the leading dealers here is Mr. John Kirk, whose stables are from Nos. 1419 to 1440 Broadway. His success has been phenomenal; he is only 39 years of age and he occupies the foremost position in the auction and commission

business. Mr. Kirk came to St. Louis in 1882, and accepted a position with Maxwell Bros. as auctioneer; when this firm closed their auction Mr. Kirk opened a sale department for Crosswhite, Patton & Ruby, this being their first sale department of horses and mules. After having full charge of the auction department of this firm for two years and a half, he went into partnership with Mr. F. Sloane under the firm name of Sloane & Kirk. At the expiration of a year Mr. Kirk started



John Kirk.

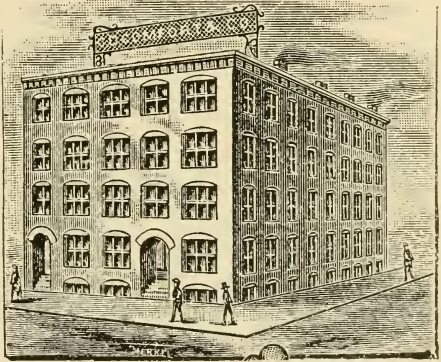
in a small way for himself last November. As an instance of what push and honesty will do he now owns and operates four stables. This is the only strictly commission stable in St. Louis. He never buys on his own account, and can therefore guarantee satisfaction to patrons who consign their stock to him for sale. Auction sales are held daily at 10 a. m. and 2 p. m. Men are furnished free of charge to bring stock to and from cars and boats, and he has accommodations for 300

head. Mr. Kirk, attributes his very flattering success to square dealing with both buyers and sellers; his stables are situated 1419, 1421, 1428 and 1440 N. Broadway.

HUSE & LOOMIS ICE AND TRANSPORTATION COMPANY—Offices Gay Building, 204 N. Third street. This, the largest Ice and Transportation Co. doing business in St. Louis, was established here in 1861 and incorporated in 1882. Wm. L. Huse is the president and manager of the concern, and Luther Loomis, vice-president and treasurer; H. E. Penning, secretary. Their facilities for handling ice both by river and rail are unsur-

passed, as they own their own steamboats, barges and cars. They supply most of the dealers in the lower Mississippi valley and its tributaries and a large part of what is sold to dealers here. Their sources of supply are the upper Mississippi and Illinois rivers, and they have ice houses at Louisiana, Mo., Alton, Ill., Beardstown, Ill., Kingston Lake, Ill., Peoria, Ill. and Clear Lake, Ill. At each of these points they have large store houses with a total capacity of 300,000 tons, and they employ in the winter 2,000 and in the summer 200 men. They cut only "northern ice" and use none of the local product. They also supply largely the States of Arkansas and Texas, by railroad.

C. D. COMFORT & Co.—This well-known firm of manufacturers of jeans clothing, overalls, shirts, etc., removed during the past year to its new factory at 2201, 2203 and 2205 Chestnut street, built expressly for them, herein represented; it is 75x110 feet, and comprises four floors and a basement. The average number of hands employed by them is 250, and their salary



list exceeds \$60,000 per annum. They employ six traveling men and do an extensive business through the Southwest, West and Northwest. Their output for the past year was in the neighborhood of one-third of a million. The goods manufactured by them have acquired a high reputation by reason of the superior manner in which they are manufactured, and are much sought after by those dealers who wish to keep in stock only the best. Mr. C. D. Comfort, the head of the firm, has for the past four years represented a constituency in the City Council, who have every reason to be satisfied with the able and fearless manner in which he has protected their interests.

SCHARFF, BERNHEIMER & Co.—This successful firm went into business here in 1875, and in the short space of four months became the largest Southern order shippers on the Mississippi River. Their business has increased so much that at the present time they send over six cargoes, aggregating 1,000 tons each to the Ouachita and Red River country annually. The heads of this firm are both Southern men, and conducted business successfully before they came to St. Louis. Recognizing the fact that St. Louis would give them greater facilities for business they came here and joined fortunes with such wonderful success. Mr. Bernheimer is now President of the Merchants' Exchange, a position he fills with great ability and to which he was unanimously elected. They deal in flour, provisions, grain, produce, groceries, tobaccos, cigars, liquors, wagons, woodenware, cotton and commission. Their salesroom, offices and warehouses are at 704 to 706 N. Second street.

M. SHAUGHNESSY & Co.—Ten years ago this house was established, and they have built up a trade that is the envy of many of their rivals that keep all the popular brands of whiskies, champagnes, wines, bitters, cordials, etc. Their specialty, and one of the most popular of whiskies on the market is their "Club House" brand, of which they are the sole proprietors. It has a delicious flavor and without doubt is the purest whisky that can be made. It is not put on the market till it is ten years old, and as it is distilled from selected grain, with the utmost care, it has a rich and fruity bouquet that is hard to find. It is put up in cases of one dozen quart bottles and is never sold out of the bottle. Be sure the trade mark is on the bottle when purchasing. Ask your grocer for it, and if he don't keep it order direct from M. Shaughnessy 402 N. Main street.

Mr. Shaughnessy is one of our young merchants, with plenty of vim, and to such as him will depend the future of St. Louis.

OLD TAYLOR.—E. H. Taylor, Jr., & Sons, distillers, Frankfort, Kentucky. The Premier Kentucky Whisky. Our “Old Taylor” whisky, fac-simile of the brand of which is presented opposite page 96. represents the very highest type of typical hand-made, sour-mash, small still, pure copper whisky, of which, at most, there



are now manufactured in the entire State of Kentucky less than one-half dozen, though that method of manufacture is conceded to be the only perfect method by the scores of manufacturers who, not observing it, yet lay claim to it.

Inferior whiskies are being vended as “Taylor” whiskies.

Buyers should be neither dupes of, nor parties to this imposition.

Our senior has no connection with any other company or firm bearing the name of Taylor, and the use of his name by any other such firm is simply a fraudulent appropriation of it.

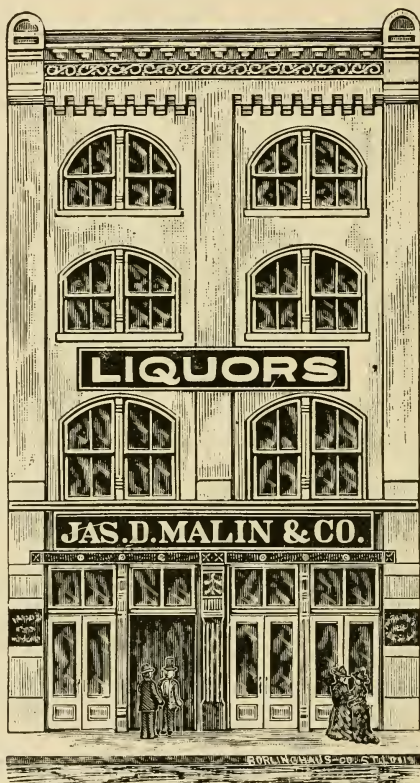


We commend this whisky to the better trade of the country as being precisely what it is represented to be, and as entitled to the first consideration among all Kentucky whiskies.

None genuine without portrait of Mr. E. H. Taylor, Jr.

WHISKIES, WINES, ETC.

Jas. D. Malin & Co., of 218 Locust street, have been 22 years in the liquor business, and during that time have largely increased their plant; so much so that they have recently moved to their present quarters, which were specially built for them. They deal in the celebrated "Old Crow," "Boone's Knoll," "Mayfield," "Coon Hollow," "Big Springs" and other brands of Whiskies, Port, Sherry, Clarets, Sauterns, Rhine, Hungarian and California Wines, champagnes, favorite brands liquors and cordials. In brandies they have the most celebrated brands. They pay particular attention to family trade, and will be happy to receive orders from home and abroad. A call at their establishment will repay those interested.



WHITE LEAD.

St. Louis leads the list in its manufacture of this article. There are several reasons for this. Its proximity to the lead

fields, the large experience and excellence of product, and the enterprise and energy of its manufacturers, have made the name of our city a familiar and favored one in connection with this line of goods throughout the United States.

The process followed by all the factories here is the one so long known as the "Dutch Method," which is the only one that has so far been found to give uniformly satisfactory results.



Among the manufacturers of this class the "Southern White Lead Company" stands at the head. From a very small beginning in the year 1865, they have steadily grown in capacity and in the amount of their sales until there is not now an important market in the country where the brand has not been sold, and where it is not familiarly known. They are also very large manufacturers of Oxides (Red Lead, Litherage, etc.)

In this department they employ their patent revolving kilns, in which fuel gas is used, made exclusively for the purpose, they having the exclusive control of such furnaces, and being the only manufacturers who make gas for this purpose.

A. RASCH & SON—Wholesale and retail dealers in Building and Roofing Papers, is the name of a new enterprising firm located at No. 511 Walnut street, St. Louis.

Through energy, connected with honest and the promptest of service, this firm has already secured many connections, and the demand for their goods is increasing constantly.

The Powerville Carbonized Stringed Building and Roofing Felt, for which this firm is the sole Southwestern agent, surpasses any other article in this line, as the same is not only cheaper, but cleaner and more durable than the other so-called tarred papers, and as it never will stick together.

In addition to this new process of carbonizing and stringing the felt, another valuable improvement on the Powerville goods is the selling of it by the measure instead of weight. The felt is put up in accurately measured rolls, each one guaranteed to hold out to the measure marked thereon. A. Rasch & Son keep also, constantly in stock, a great variety of untarred Building Papers, and any one in need of anything in this line will find it to his advantage to give this firm a trial.

THE AMERICAN WINE COMPANY.—Cook's Extra Dry Imperial Champagne has held its own for forty years against all competitors, and has been pronounced by such men as the Lord Chief Justice of England, and by George Augustus Sala, as equal to any sparkling wine in existence, and superior to many. We know that there are a large number of men in this glorious country that ape everything foreign, and that think that there is no champagne unless it comes from France; but, thanks to a reign of common sense they are few and don't carry much weight. Cook's Imperial Champagne, is a "naturally fermented" wine, has no deleterious ingredients incorporated with it, and there is not a more healthful beverage in the market than this wine. Its immense success in the past few years—it being drank from Maine to Florida—must be very gratifying to its managers. It has received many recognitions from European Expositions as well as at home. The American Wine Company of St. Louis continues the same processes of manufacture

left by Mr. Isaac Cook, the founder, through his son Mr. D. G. Cook, who is the president of the company. It has grown to be the leading concern of the kind in the United States, and has spread the name of St. Louis and the fame of American wines throughout the civilized globe.



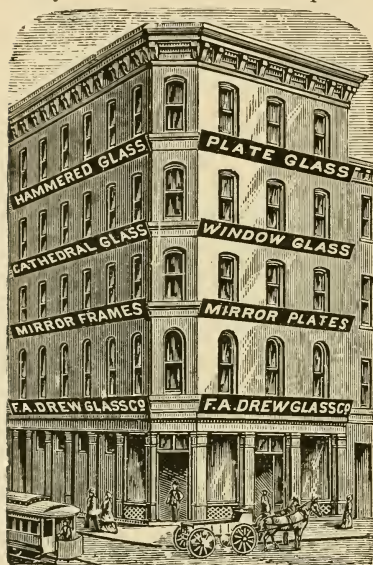
An illustration of the plant here accompanies these few remarks, but the company have large plants located at Sandusky, Ohio, consisting of press-houses, wine cellars, etc. The wine vaults in this city are fifty feet deep, 100x200 feet area, with a storage capacity of 150,000 gallons and a corking capacity for 10,000 bottles daily.

PLATE AND WINDOW GLASS.

This industry both as regards jobbing and manufacturing has increased here more than 100 per cent in the past five years. With the building going on consequent upon the improvement of the West, South and Southwest, together with the local demand—by no means small—this trade must necessarily show very largely increased sales in the coming seasons; the margins of profit, however, are growing less as the competition in the line is fully developed. This applies to all grades of plate and window glass. A gratifying feature of the trade is a more gen-

eral use of the finer grades of glass, so that where formerly architects and owners only used sheet glass they now use plate glass, finding it in the end cheaper on account of its beauty and durability. In former times plate

glass was principally used for show windows in store fronts, now, however, there is hardly a building, store, residence or otherwise, but has plate glass nearly throughout.



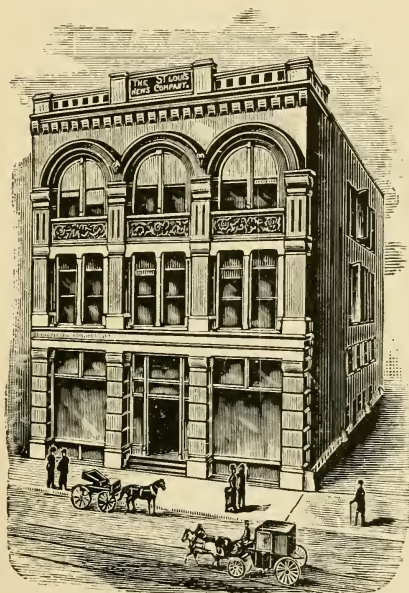
THE F. A. DREW GLASS COMPANY, a cut of whose building is here shown, has been one of the greatest factors in developing the glass trade of St. Louis. This house has never failed to take advantage of any opportunity to not alone introduce their own goods, but to make St. Louis the Western headquarters for glass of all kinds and to develop the taste for glass decoration in house ornamentation, both externally and internally.

This company is one of the five large concerns—the others being in Chicago and New York—who take the entire output of the great Crystal Plate Glass Company, a concern of St. Louis, whose plate glass is acknowledged to be the finest and clearest made in the United States. It will be noted that in many lines of manufactured goods besides glass, that St. Louis leads the country both in the quantity and the quality, which statement is no idle boast, but is demonstrated by facts and acknowledged by those familiar with the products.

THE GEO. R. DICKINSON PAPER CO., is located at Nos. 316 and 318 N. Third street. They are the proprietors of extensive mills at Holyoke, Mass., where they manufacture book and writing paper, the product amounting to over fifty tons daily.

They carry one of the largest stocks of paper to be found in the West, which includes a full line of linens, ledgers, superfines and fines in flat and ruled headings, envelopes, folded note papers, cover papers, super calendars, machine finish, enameled book papers, etc. Size of machines, 84, 88 and 110.

Publishers, printers and blank book manufacturers will here find a complete line of the different varieties of papers in use by them. Mr. Henry S. Dickinson is President and Treasurer of the company, and Messrs. Wm. H. Clark and Leo. S. Kingsland, Managers.



THE ST. LOUIS NEWS COMPANY is located at 1008 and 1010 Locust street, where they carry a large stock of periodicals, books and stationery. It is through this company that the leading magazines, periodicals, newspapers, etc., are distributed throughout the Western country. Their book and stationery stock is large and complete in every particular. Price lists, etc., furnished cheerfully on application.

DAVID NICHOLSON, 113 S. Sixth street, established 1843, is now the oldest

house in its line in St. Louis. It was also the first house to import direct through the custom house here, and is now the largest importer of fancy groceries. From its excellent management it has been a success from the start. The founder recognizing the fact that honest dealing was sure to bring successful trade, always kept the best that could be bought

in his line. Some of its specialties are coffees, teas, clarets, champagnes, Scotch and Irish whiskies, castile soap, pure salad oils, etc., while in bourbon and rye whiskies they cannot be excelled. It is enough to be said in any circle that your whiskies or wines came from "Nicholson's." In addition to the above they are sole agent for the Anheuser-Busch Bottled Lager Beer and for Joseph Burnett & Co's Extracts, manufactured at Boston, Mass. The sole agency for the United States and British America for the David Nicholson Liquid Bread also rests in this house. This is a substitute for all alcoholic drinks, and is used by invalids with the most beneficial results, and as a stimulating beverage for nursing mothers. The preparation is commended as healthful, harmless and nutritious by the most eminent chemists in the United States, and now, without doubt, has the largest sale of any article of the kind in the country.

B. THALMANN—St. Louis Printing Ink Works; Mr. B. Thalmann established his St. Louis Printing Ink Works in 1869, and has seen his enterprise grow until it ranks among the leading factories of its kind in the country. His office is at 210 Olive street, and his spacious factory, 100x105 feet in dimensions, is at 2115 to 2121 Singleton street, but so extensive has his business become that he finds even these large premises inadequate, and is preparing to build additional manufacturing premises. The works on Singleton street are equipped with a 45-horse power engine, ten mills and all the latest improved machinery. Mr. Thalmann employs none but the most skilled labor, and carries on all the processes of printing ink manufacture, buying nothing but the raw oils and colors. Everything else is produced in the factory; he has his own black room, makes his own lamp black, and manufactures lithographic, steel plate, book, job, news and all kinds of printing inks, black and colored, of highest grade. His patronage steadily increases from year to year and is very large, including, besides a heavy city business, a large trade in the States of Missouri, Arkansas, Texas, Louisiana, Alabama, Tennessee, Illinois, Kansas, Colorado, Wyom-

ing, Nebraska, Iowa, Minnesota, Wisconsin, California and Washington. This immense trade has been secured and retained by manufacturing superior goods and keeping them up



B. Thalmann.

to a uniform grade of merit, and by strictly attending to every detail of the business and applying correct principles to all his transactions. The ink used in this book is from Mr. Thalmann's factory.

J. E. CLARK & Co., 2000 to 2100 Pine street. This company manufactures nothing but pure cider and cider vinegar. Their

celebrated brand, "Missouri Cider," is very popular on account of its excellence, as is also their champagne cider. It is not only a delicious drink, but is very efficacious in cases of chronic biliousness and constipation. They also manufacture a very fine article of cider syrup and refined hard cider.



ESTEY & CAMP.—This firm has done much to supply the West with first-class pianos and organs at moderate prices.

The Estey Organ has for years held a high position as one of the leading organs of the world, and, owing to the energy of its makers in constantly improving it, has outstripped all others in the race for merit and popularity. Feeling the necessity of being able to supply the demand for a piano of equal merit with the Estey Organ, the Estey Piano Company was formed some time since, and the Estey piano has already acquired the repu-



tation of being the only real first-class piano which can be furnished at medium price. Thus with the Estey piano and the Estey organ, Messrs. Estey & Camp can supply every call for a fine musical instrument, and can make prices and terms to suit all buyers. Their St. Louis house is located at 916 and 918 Olive street, in new and elegant warerooms, and visitors will always be welcome.

This house has had a long and successful career in St. Louis, gained through the merits of their pianos and organs and through that strict adherence to sound integrity that wins the confidence of the public. They handle only first-class instruments, which they sell for close cash figures or on the monthly payment plan, and this feature by a reliable house is a great accommodation to the purchaser. Mr. Edward M. Read is manager of the St. Louis house.

T. BAHNSEN, Piano Manufacturer, 1520 Olive street, is the maker of the celebrated Bahnsen Piano, an instrument which



has given St. Louis a prominent position among American cities famed for producing fine pianos. He began making pianos here ten years ago. It speaks well for the musical culture of

our people that his efforts have met with encouraging appreciation. In spite of competition from home and abroad the Bahnsen Pianos have worked their way to the front rank, and are considered equal in all respects to those of any maker in the country. In all the qualities that go to make up a perfect piano, these instruments excel; their durability, tone, finish and elasticity of touch are especially notable. They have not been boomed by extensive advertising, but have won distinction solely upon their merits. Unsolicited testimonials from the greatest artists bear glowing and deserved tribute to their superior excellence. They also received first premium at St. Louis Fair in 1887 and 1888. Sales yearly increasing. We congratulate Mr. Bahnsen on his well-earned success. Intending purchasers will do well to examine the splendid stock of new styles at Mr. Bahnsen's show rooms.

OUR BREWING INTERESTS.

St. Louis ranks as the third city in the Union in the manufacture of beer, and has the largest brewery in the world—The Anheuser-Busch Brewing Association. In the last ten years the increase of the manufacture of this delicious beverage is wonderful, as can be seen in the following figures: In the year 1880 the total output was 828,000 barrels, 25,670,232 gallons, while in 1890 it had increased to 1,860,000 barrels, 58,500,000 gallons; which was largely due to the wonderful energy and tact of Mr. Adolphus Busch, the President of the Anheuser-Busch Brewing Company. It goes without saying that he has given St. Louis more notoriety as a manufacturing city, not only in the article of "BEER" alone, but in hundreds of other ways. Not only is his brain ever ready with pertinent suggestions for our city's welfare, but his purse as well. He has made us known in all the capitals of Europe, as well as at home, and his wonderful success in managing the huge concern which he controls is phenomenal. The *Globe-Democrat*, in speaking of it, says: There is no manufacturing concern in this city that has so much interest for visitors or is so well known the world over as the

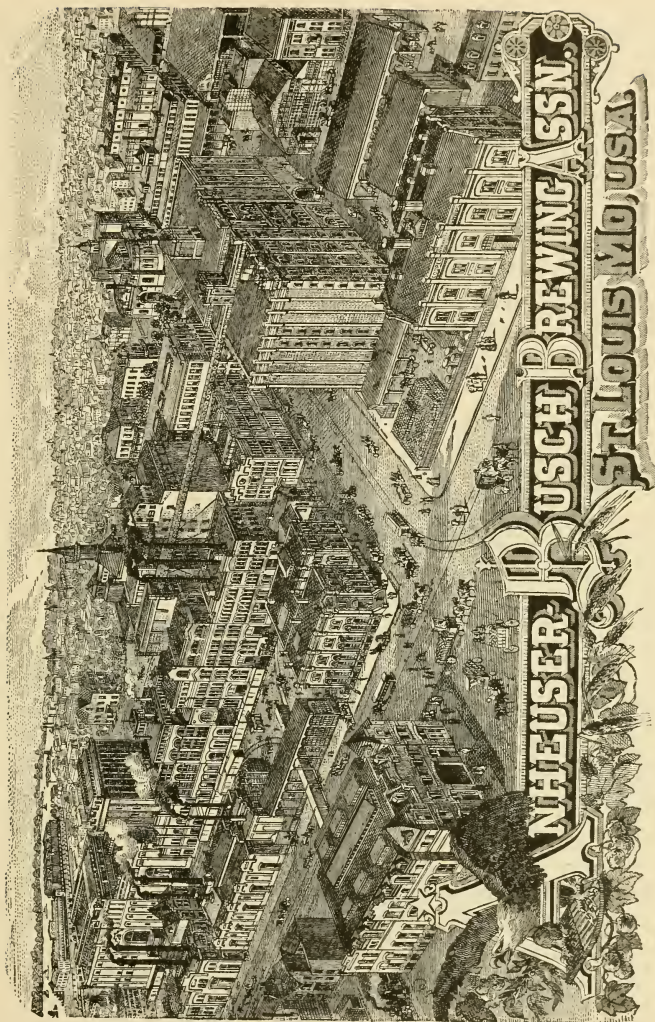


Adolphus Busch, President of the Anheuser-Busch Brewing Association.

mammoth collection of buildings now occupied by the Anheuser-Busch Brewing Association, located not far from the west bank of the Mississippi, and commanding a view of many miles of that historic stream. Its buildings tower above their neighbors with more than ordinary architectural symmetry, and such is their design that when first seen this collection of buildings seems to be one stupendous whole.

The history of this magnificent enterprise has been many times written, and few are unacquainted with it. How from a small beginning, under the guidance of one who is now acknowledged a financial star of the first magnitude, its products have been sent to every part of the civilized world, received medals and awards for excellence from every international congress, and to-day stands unrivaled, with an output of over 30,000,000 bottles of beer, besides the enormous amount of 700,000 barrels of draught beer. As we all know, the chief ingredients used in the manufacture of beer are barley, hops and water. Let those carpers who decry the brewing of beer look for one moment on the following figures and see what this one institution does for the agricultural community. This past year of barley the quantity used was over 1,500,000 bushels, the product of not less than 40,000 acres. Of hops more than 1,000,000 pounds, 7,000 bales and over.

Of water the consumption is not less than 1,000,000,000 gallons, one-thirtieth of the entire amount used by the City of St. Louis, with half a million of inhabitants and hundreds of manufacturing concerns. The business for 1890 was very gratifying, and the popularity of the products and the promises of still greater demands in the near future, warranted the construction of a number of new buildings, some of which were completed during the year, while others are in process of erection. Among them is a new boiler house equipped with eight batteries, two boilers each of the Heine Safety boiler, giving a total capacity of 4,000-horse power, and a new storage house, holding 60,000 barrels of beer, giving total storage capacity of 300,000 barrels. Foundations for a new brew house have been laid, which, when



completed, will give a capacity of 1,500,000 barrels per year. A malt house, in which the barley is malted by a pneumatic process. The result in this instance has proved so beneficial (the barley possessing greater strength and imparting a most agreeable flavor to the beer) that all the malt houses will be remodeled to this system; an elevator for the storage of barley, having a capacity of 400,000 bushels.

The De La Vergne company has made this brewery the largest ice machine in the world, having a capacity equal to the melting of 500 tons of ice per day.

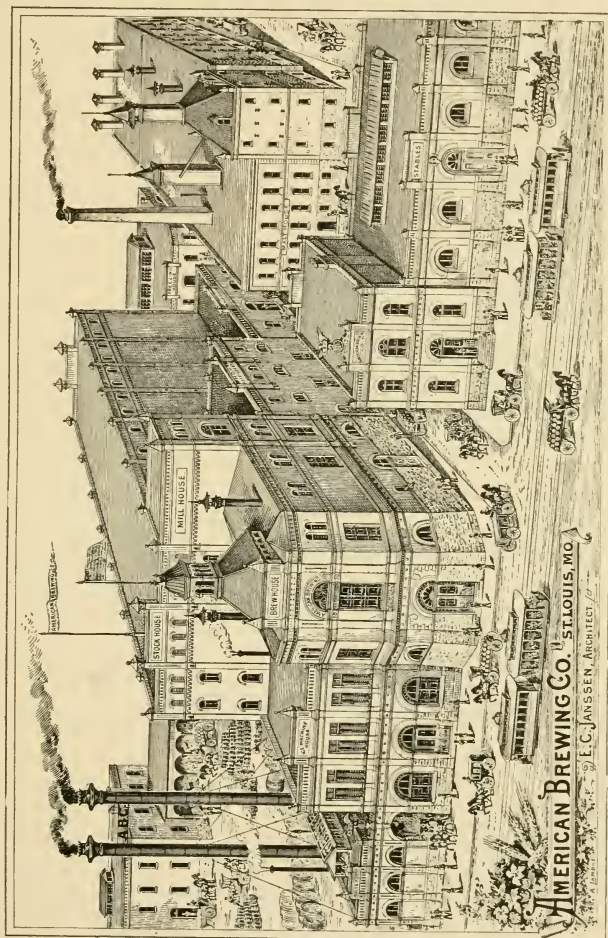
There is, of course, an army of workmen employed in the brewery, but in connection with the brewery and in which its capital is invested and under its management are a number of feeders, as it were, which employ almost as many men, and in which enormous sums of money are also invested. The blacksmithing and wagonmaking shops, the cooperage works, cork-making shop, refrigerating car services and perhaps the most important of all, the glass factories, where the 35,000,000 bottles used each year are manufactured—one at Belleville and one at Streator, Ill., and one at St. Louis.

This last is the most perfect of its kind, is fitted with two self-feeding furnaces, the patent of which is controlled by Mr. Busch, and which enables it to run day and night without intermission, employs 400 hands and its output during the season, eight months, is 10,000,000 bottles.

Taking it as a whole this establishment, of which Mr. Adolphus Busch is the head and front, and the enterprises it controls employs more workmen, pays more taxes on its various plants, expends more money in wages, raw material and improvements than any other business enterprise in the country, and adds to the support of every department of art, science, agriculture and mechanics.

THE AMERICAN BREWERY is a local concern of such importance that it is deemed worthy of special notice. It being the latest addition to our already vast brewing industry, it follows as

a matter of course throughout its entire construction and equipment that the very best of modern apparatus known to the art of invention in brewing have been used, and therefore the new

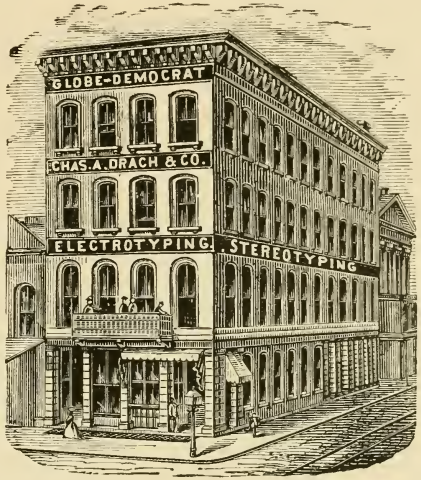


plant stands to-day a model of architectural construction and the acme of perfection in detail. The company was organized in

January, 1890, and Henry Koehler, Jr., was elected President and Hugo A. Koehler, Secretary. The stock of the company is owned exclusively by citizens of St. Louis. It will be the endeavor of the officers of the company to produce beers of the highest class only, and to obtain patronage by furnishing only such an article. Three brands of beer will be placed on the market on Saturday, February 28. They are "The American Standard," the "A. B. C. Muenchener," and the "A. B. C. Bohemian." If success merits success the American Brewing Company will be creditable alike to them and to the City of St. Louis, famed throughout the world for the quality of its beer. The architecture is imposing, having been designed and erected under the guiding hand of Architect E. C. Janssen, than whom none hold a higher place in the profession. The base of the building is constructed of stone known as broken ashler, and is one of the most attractive pieces of work executed by Geisel & Co. The remaining stories and other buildings are of brick, which was done by Fr. Wm. Koenig & Sons. The boilers were put in by the John O'Brien Boiler Works Company. The elevators, mash machines, and all the fine machinery in the brew house was supplied by the Felber Machine Works. Tin, Copper and Galvanized Iron Works did all the copper work. Cold and warm water tanks, 350 barrels each, and his own patent beer cooler and the galvanized iron evaporators by Alvis Aufrichtig. The copper brew kettles, the largest ever made, came from the Seibel-Suesdorf Manufacturing Company. The Gilsonite Roofing and Paving Company covered the buildings with their splendid roofing.

CHARLES A. DRACH & Co., Electrotipers and Stereotypers. For 25 years Mr. Drach has been in business here, and his trade has been on the constant increase till at this time it is the largest in the West, and one of the best known factories of the kind in the country. There are many reasons for this, and one of them is the superior manner in which he does his work and the other is his promptness in completing the jobs entrusted to his care.

They do a large trade in St. Louis, also a large business is done in Chicago, Quincy and other Illinois towns, for Kansas City, St. Joe and other Missouri towns, for Topeka, Leavenworth and other Kansas towns, Dallas, Fort Worth and other Texas points, Los Angeles and other California places, and generally throughout the West and South. In no department of art industry has there been greater improvement made in the past two decades than in electrotyping and stereotyping, and St. Louis ranks second to no city on the continent in the line. Factory, Fourth and Pine street.

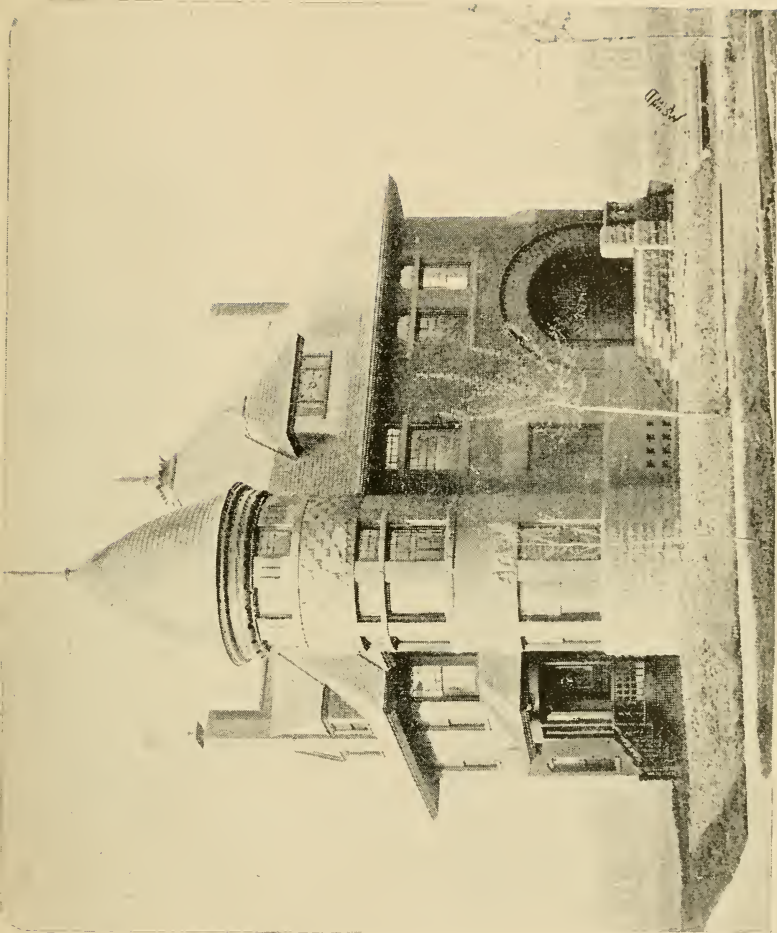


THE HECKEL HARDWARE CO.—This enterprising firm has moved into its new quarters, 412 North Twelfth street. The building was especially erected for their business, and contains five floors and a basement, each 30x110 feet. Although this firm has been established only five years, they have, through their energy and business tact, established one of the most flourishing stores in their line. They employ ten traveling men and keep them busy. They have a full line of general wholesale hardware, and make a specialty of builders' hardware; their assortment in this line is second to none, and it is their aim to double their sales in these goods this year, as they give special attention to filling these kind of orders. The President of the company is Mr. Geo. P. Heckel; C. Fattman, Vice-President, and H. A. Lueking, Secretary.

The gentlemen composing this company are thoroughly alive to what is needed in their line, their clerks are active and under-

stand their business and there is no doubt but they will soon be in the van.

KINGSLAND & DOUGLAS MANUFACTURING Co.—The oldest and largest manufacturing enterprise in the Southwest in its line is that now conducted by this company. The business was established in 1844 by Messrs. George Kingsland and D. K. Ferguson, under the style of Kingsland & Ferguson. In 1874, upon the death of Mr. George Kingsland, his son, Mr. L. D. Kingsland, succeeded to his interests, and the business was incorporated as the Kingsland & Ferguson Manufacturing Co., of which Mr. E. W. Douglas of the present company was a stockholder. In 1882 the present company was incorporated and succeeded to the business. Of this company Mr. L. D. Kingsland and Mr. E. W. Douglas are the principal stockholders and active managers. The manufacturing premises comprise nearly the entire blocks bounded by Eleventh, Thirteenth and Mullanphy streets, covered with brick buildings and equipped with all modern machinery and appliances adapted to the production of first-class work upon a large scale. In these works 350 skilled mechanics are employed in the manufacture of complete outfits for saw milling, for threshing all kinds of grain, shelling and husking corn and cobs, grinding meal, crushing sorghum cane and ginning and baling cotton, and for any of these purposes; they also furnish any style of steam engine and boiler that may be desired, with all the shafting, pullies, belting and supplies that are necessary. Their mammoth saw mill is an extra mill adapted to cutting large logs and large quantities of lumber, and there are five other styles of mills of different sizes, making a complete line of saw mills adapted to all uses. In agricultural machinery, shingle machines, cane mills, corn and wheat mills, evaporators, cotton gins, cotton presses and other machinery the products present the latest and most valuable improvements in mechanical construction, the company controlling a large number of important patents and being prepared to fill every demand of progressive manufacturers and agriculturalists in the lines of machinery



RESIDENCE DR. I. N. LOVE.
Lindell Ave.

manufactured at their works. In connection with their factory they operate one of the largest, if not the largest, foundry in the West, doing a general foundry business for all styles of castings. Their trade extends to every part of the United States and Mexico as well as including orders from other foreign countries; and they have an especially large business throughout the entire South and West, having agents located in all large cities and towns, and eight traveling salesmen are engaged in promoting the business of the company. The company is firmly established upon the basis of forty-six years of honorable activity, during which its trade has steadily increased and expanded. In addition to their own products, they carry a very large stock of engines of the celebrated manufacture of the Watertown Steam Engine Company, for whom they are sole agents for the South and Southwest. Mr. L. D. Kingsland has been identified with the business since his boyhood, and Mr. Douglas, who came from Pittsburg, in 1863, has also been identified since that time with it; and the management combines experience and efficiency, with a close attention to every detail, which results in satisfactorily maintaining the unequalled position of this house as a leader in this important manufacturing industry.

THE MURPHY VARNISH COMPANY opened their St. Louis department in January, 1883. In December of that year they were burned out in a well-remembered fire, which is said to have been one of the prettiest that ever occurred in St. Louis. Fourth street was then the popular retail street of the city; all buildings on that thoroughfare suitably located were leased at high rentals. The owner of the one empty desirable store refused to rent to a varnish house, because of the alleged dangerous nature of the business. That night the building containing the empty store was also burned down.

Finding it impossible to rent suitable quarters the Murphy Varnish Company purchased a lot on the corner of Clark avenue and Fourth street, and erected thereon the gem of a building herein illustrated. They do a very large business. The

territory controlled by the St. Louis department extends west to the Rocky Mountains and south to the Gulf of Mexico. Other departments situated in Newark, N. J., Boston, Mass., Cleveland, Ohio, and Chicago, Ills., supply the rest of the country. With the Murphy Varnish Company quality of product is the first consideration.

This policy steadily pursued for twenty-five years has made them the most successful manufacturers of Varnish in the world.

The St. Louis Department has been managed by Mr. Melvin H. Stearns, a native of Massachusetts, since it was opened. Mr. Stearns has had an experience

of fifteen years in the business, and is no doubt the best informed man west of the Mississippi on the requirements of varnish buyers in the territory superintended by him.

A. P. ERKER & BRO., OPTICIANS, 617 OLIVE STREET.—This firm was founded in 1880 as the first manufacturing optical establishment in St. Louis. The thorough schooling these gentlemen had in the science of optics, and equipped with the best tools and machinery, their accuracy in all the details of their work, as well as the particular attention they pay to fitting glasses to the most difficult cases of impaired sight, has given them the just reputation as being the most reliable optical house in the West.

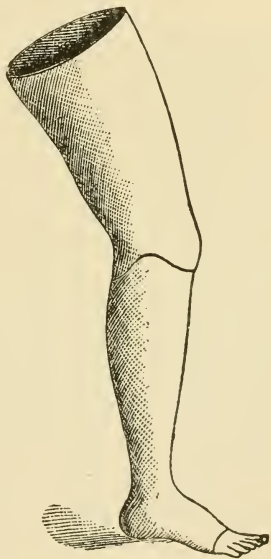
Their stock comprises all kinds of optical goods, as spectacles



and eye glasses of the latest improved patterns, opera glasses, field glasses, telescopes, magic lanterns, stereopticons, oculists' trial cases, artificial eyes, etc. Also a full line of mathematical and surveying instruments, as drawing, tracing and blue print paper, tracing cloth, etc.

THE VETERANS' AND RAILROAD MEN'S ARTIFICIAL LEG MANUFACTURING Co., Michael Cleary, Manager, office 511 Pine street, St. Louis, Mo., the leading specialists in this line. The work done by this company is undoubtedly the best. Mr. Cleary having spent the most of his life in perfecting the artificial limb, wearing one himself over twenty-eight years, fitted up with the latest improved machinery for their manufacture, he has been able to attain most flattering success and at the same time produce a perfect limb for the least possible money. This company is the authorized manufacturer of limbs for United States soldiers. They solicit correspondence and invite inspection and comparison. Satisfaction guaranteed for five years. Handsomely illustrated catalogue sent free on application.

D. P. KANE is one of the leading manufacturers in this line, being one of the authorized makers for the U. S. Government's soldiers. His efficiency has won him a high reputation, not only local, but throughout the land, and whoever the unfortunate, has been fortunate in securing his services. Having had a practical experience of a *quarter of a century* in manufacturing and adjusting Artificial Limbs, and being fitted up with all the latest improved machinery used in their manufacture, he can furnish limbs of a much superior quality than those who are depending on having



parts of their limbs made at various places. He makes in his own establishment every part of the *Limbs* that he manufactures, therefore he knows that every part will work in harmony with the other, and in case any part of a limb should need repairing it can be sent or replaced at once, as all the parts are made in duplicate. His *improved* system also enables him to furnish good limbs much cheaper than can be procured elsewhere and satisfaction guaranteed. His office and factory is at 205 N. 4th street. St. Louis. Handsomely illustrated catalogue of fifty pages sent upon application.

ARCHITECTURAL WIRE WORK.

The immense variety of uses to which wire can be put when worked into different articles, and the enormous increase of the building interests in St. Louis, has resulted in the establishment of several large wire industries in this city.

FIELD-LANGE WIRE AND METAL CO.—Prominent among the largest and most reliable wire works in St. Louis is the Field-Lange Wire and Metal Co., situated at 408 and 410 Franklin avenue. They manufacture all kinds of plain and ornamental architectural wire work, from a plain window guard to the finest bank railing or elevator enclosure. The management of this company believe, and their belief has been thus far fully justified, that wire can be put to a great many uses, at a small expense, where cast and wrought iron are now being employed at a very heavy cost.

The business, at first confined to the city, has been steadily growing, and now includes all territory tributary to St. Louis.

Besides their wire works, which include the regular line of railings, guards, etc., they manufacture the largest line of *wire and iron fences* in the West, and have been instrumental in bringing the cost of a good substantial metal fence within easy range of builders of moderate means. They are also extensive jobbers in wire of all kinds, wire nettings, wire cloth, and all kinds of wire novelties.

To any one desiring they will send their illustrated catalogue; and to dealers their regular price sheet published every sixty days, and containing bottom quotations on seasonable goods.

Competent draughtsmen will furnish designs for any special class of work, and parties seeking any information in their line will always find them prepared to give courteous attention to their inquiries.



IRON.

THE SLIGO IRON STORE Co. is the oldest house in the iron and steel business west of the Mississippi River. It was estab-

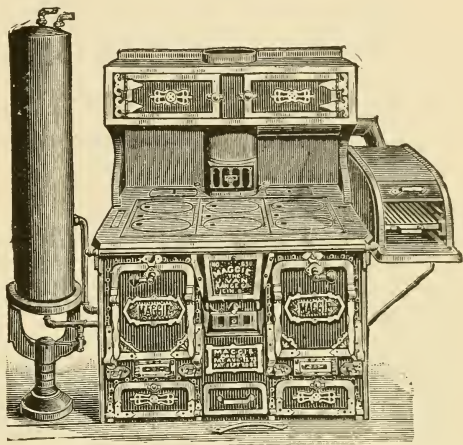
lished over half a century ago as the store house for the famous brand of "Sligo" Iron. It gradually extended its line of goods from iron and steel to bridge builders' and machinists' supplies; then to blacksmiths', horseshoers', woodworkers' and carriage builders', until now it carries in store everything that enters into the construction and finish of a vehicle, be it a farm wagon or the finest coach. It has two large wood yards; one on Carr, and one on Benton street, with railroad switch entering same, filled with choice wagon and carriage wood, while its large store buildings, Nos. 945 to 953 on N. Second street, are filled to overflowing with finished woodwork, bodies and gears, wagon and carriage hardware, mountings and trimmings. Its line of iron and steel plain goods and machinists' supplies is most complete. St. Louis is not generally known as a headquarters for carriage lamps, yet such is the case, as this company has sold more of these goods in the last two years than any other house in the United States. This company is also large importers of English varnish and broadcloths, anvils and hardware. It has, for some years past, been under the management of young men whose progressive policy has pushed its fortunes far beyond the most sanguine expectations of its founders. Mr. Charles R. Blake is the President, and Mr. Theodore P. Conant the Secretary and Treasurer of the company, and to their energy and far-sightedness is largely due its present prosperous condition.

STAED BROS.—Grocers—942 N. Third street. This concern does a wholesale and retail grocery business at the above number, and have for a long time conducted it successfully. Mr. Patrick Staed, our present Sheriff, is at the head of the firm, and is one of our wide-awake citizens. Previous to his election for Sheriff he held the position as clerk of the Criminal Court, to which he was triumphantly elected over all others. Mr. Pat Staed, as he is called, is a young man, full of life and energy, and there is not a more popular man or straightforward one in our political galaxy.

RANGES.

THOMAS SEXTON & COMPANY—15 S. Broadway—Sole agents for Van's Patent Wrought Steel Portable Range, and dealers in carving tables, steam tables, broilers, bake ovens, stock kettles and boilers, laundry stoves, with and without dry room attachments, coffee and tea urns, stoves, tinware and all kinds of hotel implements for culinary purposes, refrigerators, gas, cook and heating stoves. Hotel outfitting a specialty; repairing promptly attended to.

Mr. Thomas Sexton, the agent of this range, is a host in himself, and manages to get his share of the good things about. The Van Range, for which he is agent, is a good one, but it has

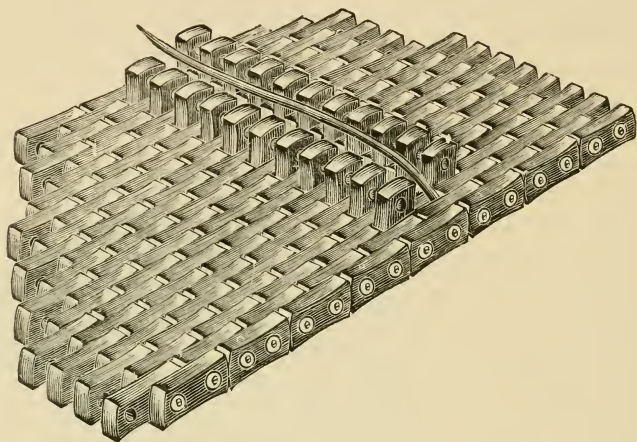


a good man to push it. This range has been put in the Southern Hotel, Tony Faust's, Theo. Rick's Mitchell's Restaurant, Furber's, Koerner's, Nagle's, and hundreds of other hotels, restaurants and dwellings.

BELTING.

THE SHULTZ BELTING CO.—“It belts the earth and makes the moon spin like a top.” The Shultz Belting Company is known the world over, and its product is in use wherever belting is required. It is in use in the power houses of cable and electric roads, foundries and machine shops, in mills of all kinds, running machines varying in power from a sewing-machine to a thousand-ton trip-hammer. Their product goes to all parts of

the world; if you go into a large factory in Russia, Australia, India or Southern Africa, you are liable to come across their belts as well as on this Continent or Europe.



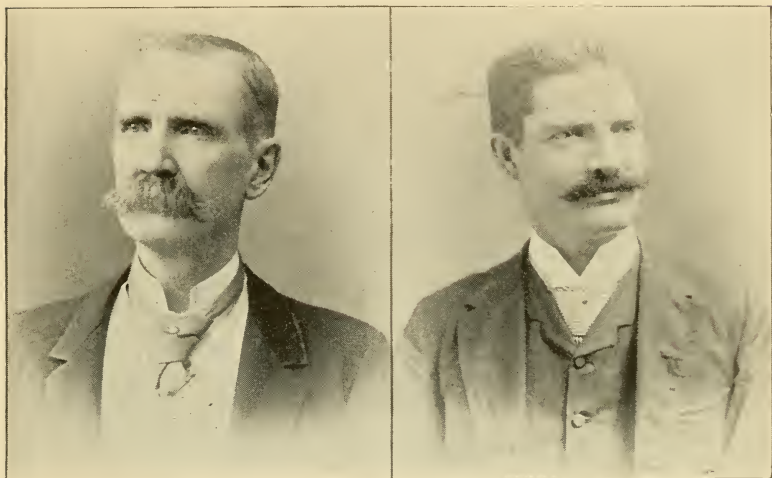
WILLEMSSEN BELTING COMPANY.—Factory and office, 205 to 219 Destrehan street. They make rawhide lace and picker leather, patent tanned lace leather, rawhide belting being their specialty. The officers of the company are Charles Willemsen, President, and George Engelsmann, Secretary. The belts made by this concern admit of great strain, and for this are in demand for the power houses of our electric railroads. Their belting is in use in the *Globe-Democrat* printing and electric department and gives perfect satisfaction. The demand for their belting has caused them to largely increase their plant.

PATENTS.

Higdon & Higdon (established 1878), St. Louis, Mo., and 36 Ledroit building, Washington, D. C., attorneys-at-law, solicitors of patents and attorneys in patent cases.

The facilities of this firm for attending to matters pertaining to this line are unsurpassed by any similarly engaged in the country. This firm makes a specialty of securing patents

caveats, trade-marks, prints, labels, copyrights, etc., either in the United States or foreign countries. They furnish written opinions based on the most cautious examinations in doubtful cases, and have gained a high reputation for carefully and sagaciously guarding the interests of their patrons in all courts, and while these gentlemen are acknowledged as experts in this line and have had a vast experience as such in patent suits and can refer to some of the most prominent litigants in the coun-



try, their fees for work of this character are invariably the most reasonable for expert service. Their patent library, which embraces a list of all the patents issued during the existence of the office, is free for consultation to clients.

All correspondence addressed to this firm, either in this city or Washington, will receive prompt and courteous attention.

BICYCLING.

As a means of locomotion bicycling has advanced beyond the embryo stage, and is now of practical as well as pleasurable use. Since the introduction of the safety bicycle, it has come into

more general use than ever; being used by professional men, artisans and ladies, and is indorsed by our clergymen.

It is the most convenient vehicle—more so than a horse and buggy—requiring no attention and being always ready for use. To the clerk, whose vocation is of a sedentary nature, cycling is a source of health. The government have mounted the mail carriers, at Washington, on safety cycles, and ladies now use these machines for shopping excursions.

The growth of wheeling in St. Louis, has been progressing steadily and one of the oldest established firms catering to this trade is Messrs. Wilder and Laing, of 1724 Olive street. They make a specialty of high grade bicycles, and handle the Rambler, Referee, Ormonde and Premier Safeties, and in cyclealties they can furnish anything a cyclist may desire; also for the benefit of those who may be unfortunate enough to have accidents happen to their bicycles, it would be well to state that they have unsurpassed facilities for doing repairing and guarantee all their work to be satisfactory.

COFFINS.

ST. LOUIS COFFIN COMPANY.—The name of the St. Louis Coffin Company is regarded among all funeral directors, not only in the United States, but also in all parts of the Western Hemisphere, as a synonym for fair and liberal treatment and enterprise.

This is a worthy example of a business that has climbed from a small beginning to its present mammoth proportions simply by its own exertions and on its own merits.

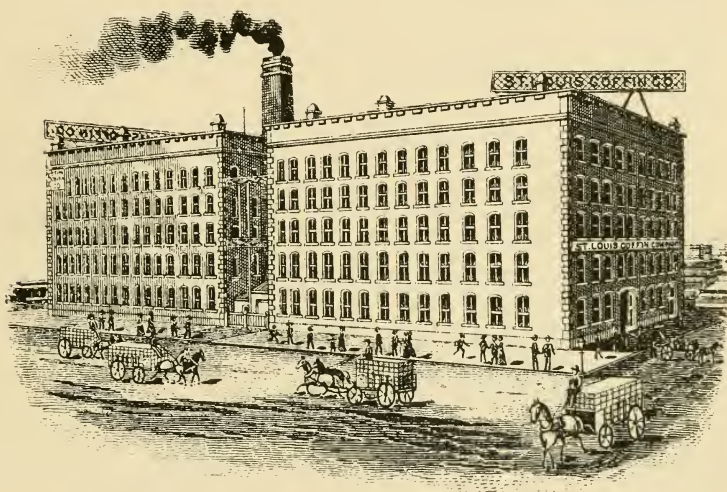
The business was established in 1865, and has been conducted under its present corporate organization since 1881.

Their extensive plants fronting on Thirteenth and Fourteenth streets, extending along Poplar, consist of two large four-story buildings, containing every improvement known for the manufacture of coffins and caskets.

They manufacture coffins in rosewood, walnut, mahogany, French burl, oak and ebony; also cloth covered caskets in the

latest and most beautiful patterns, and fine funeral furnishings of every known variety. The St. Louis Coffin Co., is and always has been the recognized leader in originating and introducing new designs, and they pride themselves that they are always to the front with everything that is new or attractive in their line.

In the past few years their exporting business has increased to such an extent that they have established a branch house at 108



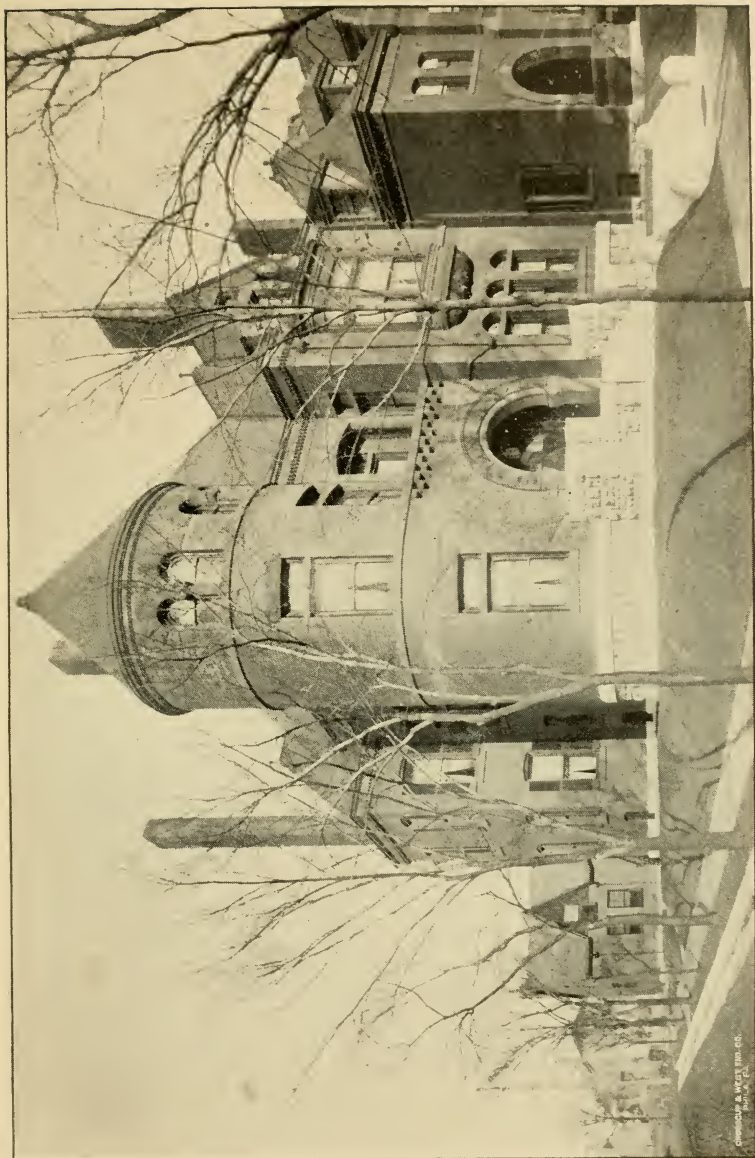
Water street, New York City, from where all of their exporting business is done.

They are one block from the telegraph office and Union Depot. They also have express offices in their own building, which enables them to fill orders by telegraph in five minutes' notice. The officers of the company are Frederick D. Gardner, President; Samuel M. Piper, Secretary. These are both young men of recognized business ability, and thoroughly understand the wants of the trade.

PRINTING AND BLANK BOOKS.

The Stationery, Printing and Blank Book trade in St. Louis previous to 1868, was decidedly primitive, being carried on in a number of small stores by many who were comfortably fixed and who had no further ambition than to sell a few goods each day in that line.

In the fall of 1868, a firm of printers, stationers and blank bookmakers, who had been doing business in Memphis, Tenn., for a number of years, believing St. Louis offered advantages to the ambitious stationer not possessed by Memphis, moved to this city. This concern brought some young men from various parts of the country together in their own store—some from Cincinnati, some from Memphis, one from Chicago and others from other towns. The new company at once jumped into first place in the line in this city and held that position for some years. In 1872, the firm of VanBeek, Barnard & Tinsley was formed, all the members coming out of the Memphis house. They started in a small way on a second floor with a small blank book factory. In 1873 they moved down stairs, or rather added a store; in 1874 a lithographing department was added, this and each of the other departments growing until 1876, when another move was made, this time to a large building on Main street, occupying all. In 1877 the firm name (owing to death of two partners in 1876-7) was changed to Geo. D. Barnard & Co., and to-day this house is the largest house in its line in the world, and the best known of any house in its particular line of trade; it occupies a building on Washington avenue and Eleventh street 65x140 feet, six floors, with L 35x50 feet, the handsomest stationery store in the country, elegantly fitted offices, newest designs and the very best machinery in each department. Their traveling men cover twenty-four States and Territories, and their goods are to be found in the majority of offices, court houses and banks in each of the twenty-four. Some five years ago the house added a Steel and Copper Plate Department, and do some good work in that line. Four years ago they added office furniture, both wood and steel, for office



CHESBROUGH & MASON CO.
BOSTON, MASS.

Foundation stone furnished by Grafton Quarry Co.

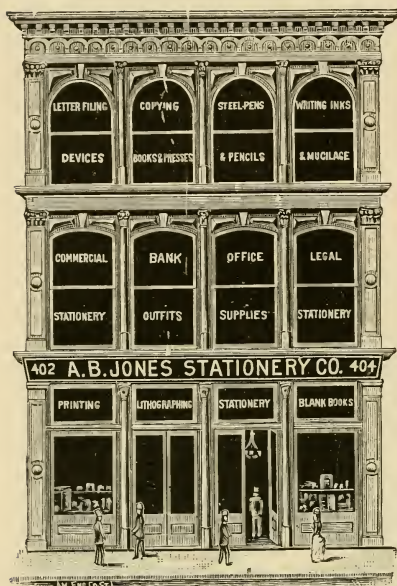
RESIDENCE GEO. D. BARNARD.
Vandeventer Place.

and bank. Have now a big line of these goods and have a large factory on Chouteau avenue for the exclusive making of the steel goods in which are employed two shifts of hands, thirty-five each (night and day force). This line of goods is being sold to the banks, court houses and abstract men all over the country. Have recently fitted the court houses at Duluth, Minn., Portland, Ore., Dallas, Tex., as well as some large banks in many of the cities *including* the Chemical National Bank in St. Louis.



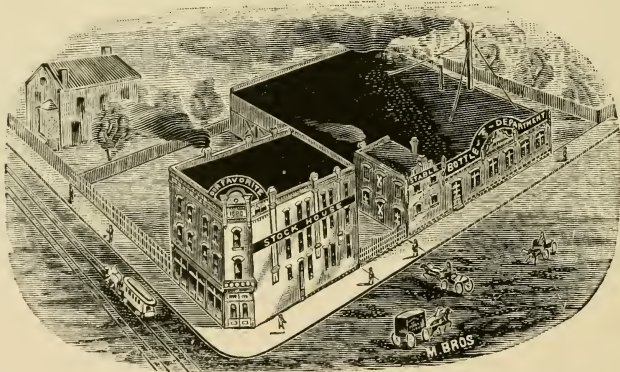
MERMOD & JACCARD JEWELRY Co., the grandest jewelry establishment in the world, corner Broadway and Locust street, St. Louis, Mo. Visitors always cordially welcome.

A. B. JONES STATIONERY Co.—Those in want of office



stationery and supplies, blank books, printing or lithographing, will do well to correspond with this house. Having just commenced business they are provided with all the new ideas and feel warranted in saying that orders sent to them will be done in a satisfactory manner and with dispatch. Mr. A. B. Jones, the manager of the company, has been all his life in the business, and understands it thoroughly in all its branches. Their address is Nos. 402 and 404 North 2d street. Those in town please telephone No. 680.

THEO. SCHWER & Co., sole bottlers of the celebrated brand "Our Favorite," special brew, 709-11-13-15 Lynch street, St. Louis.



This "favorite" brand of beer is put up specially for family use and is guaranteed to be of a No. 1 quality. Schwer & Co. are largely increasing their business every year.

DRUGS.

MEYER BROTHERS' DRUG CO.—Among its claims to pre-eminence St. Louis holds the distinction of having the largest wholesale drug house in the United States, and the name and immense business of Meyer Brothers' Drug Company is a source of pride to its citizens.

This institution was originated in 1852, at Fort Wayne, Ind., by the present President of the company, Mr. C. F. G. Meyer,



and in 1865 the St. Louis establishment was commenced under the style of Meyer Brothers & Co.

In 1879 their Kansas City branch was started, and in 1887 they founded another store at Dallas, Tex. Besides these houses the company maintains a purchasing, importing and exporting office in New York, and in connection with their various interests they publish "*Meyer Brothers' Druggist*," one of the most valuable and popular monthlies in the trade.

Their "Annual Illustrated Catalogue" is conceded to be without a peer anywhere.

The new buildings of the company at St. Louis are the largest, most substantial and best equipped structures in the world, devoted exclusively to the jobbing of drugs, the floor surface exceeding 170,000 square feet. In the aggregate upwards of 500 employes are required constantly, and the volume of business transacted annually is enormous. Early in 1889 the company became incorporated with a capital of \$1,-750,000.

Meyer Brothers' Drug Company is renowned for its strict business integrity, fair methods and courteous treatment of its customers and competitors.

THE J. S. MERRELL DRUG COMPANY.—Forty-five years ago Mr. Jacob S. Merrell started the "drug house" that now bears this name. He managed the business in a very conservative manner, limiting the increase of business strictly to his increase of capital, and thus established a reputation for solidity enjoyed by few houses in the country. A peculiar feature of his business was that he kept everything in the Pharmacopœia, and when it was impossible to find a drug, herb or chemical anywhere else, it was sure to be found at "Merrell's." In 1885 Mr. Merrell died and the business came into the hands of young men. They were C. P. Walbridge, H. S. Merrell and Ed Bindschalter, who organized it into a corporation under the name of the "J. S. Merrell Drug Company," under whose management it immediately came to the front in the drug business in St. Louis. There is not probably a concern in this country—unless it is one which has a proprietary article—that does a business in as many States as this one does, as their trade extends over twenty, from Indiana to the Rocky Mountains, and in the legitimate article of "drugs"—so-called—there is probably not one anywhere that can show such a record as this house, for at least 92 per cent of their trade is in this alone, as only 8 per cent of their business is in their own proprietary articles. Mr. C. P. Walbridge, whose portrait will be found on page 8,

the President and Manager, is a young man of push and energy, who has already made for himself a name in our City Council, and he is ably seconded by the Secretary and Treasurer, Ed Bindschaller, and H. S. Merrell, the Vice-President. They do a business in drugs, medicines, druggists' sundries, glass and glassware, surgical instruments, etc., and are the proprietors of *Merrell's Family Medicines*. Their office and warerooms are at 620 Washington avenue, and they extend through to St. Charles street, No. 621; also a warehouse and laboratory at 713 St. Charles street. This is also the oldest house in the trade west of the Mississippi, and they point with pride to a successful business record of so long a time. They employ seventy hands, and owing to their rapidly increasing trade are constantly enlarging their force.

The Merrell Drug Company always aim to be abreast of the times, and they do not allow any one to undersell them, all things being even, as they "call a spade a spade," and do not on any account allow their goods to be misrepresented by those in their employ. Trusting in the good name the house already has, and with any amount of business vim and energy they can bring to the already increasing business, they hope to make it the model "drug house" of the West.

FROST & RUF, a model retail drug store. Indispensable to a city of any size is a well-appointed drug store. The one "par excellence" of St. Louis is that of Messrs. Frost & Ruf, of 700 Olive street. Everything that appertains to this branch of business is to be found at their establishment, and always of the purest quality. They carry a multifarious assortment of drugs and druggists' sundries. A special feature is the prescription department, which is attended to by skilled prescription clerks, and is under their personal supervision. To one not familiar with the details of this business, it may seem strange that there are over 3,000 different ingredients on the shelves of a well-appointed drug store. You can never ask for one which will not be forthcoming at Messrs. Frost & Ruf's. An elegant assortment of toilet articles, perfumery and kindred

articles is also carried by this firm, whose prices will compare favorably with that of any establishment in the country. A *sine qua non* in a drug store is accuracy, and this coupled with a uniform courtesy, can always be relied on when dealing with this reliable firm.

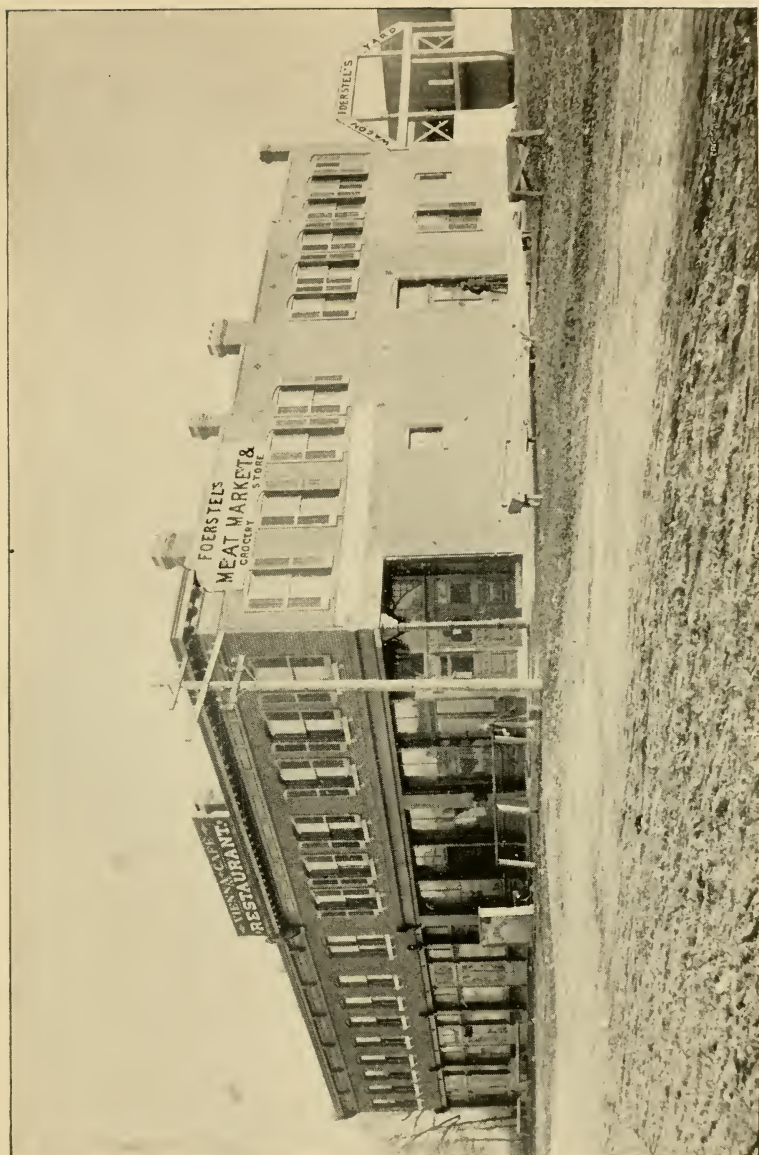
FOERSTELVILLE.

FOERSTELVILLE.—The genial face of Michael Foerstel will be found in our first article under the head of "City" matters, he being the man who handles our finances, as he is our City Treasurer, a position he has filled for the past three years to the satisfaction of everybody and to the credit of himself.

But we, in this article, are to write of other things, and that is his "Fair" at Foerstelville, on the corner of Boyle avenue and Clayton road. A cut of his premises will be found on the opposite page, but it does not convey an idea of his gigantic business, as his houses are distributed all over the neighborhood within the area of one-fourth of a mile. We do not know as we can do better than quote what the "*Globe-Democrat*" said about him in their article a few weeks ago.

Foerstelville.—Hotel, restaurant, billiard hall, bowling alley, dry goods store, boot and shoe store, meat shop, vegetable shop, hardware store, feed store, coal yard and slaughter house all under one management.

If any one man in St. Louis has his hands full it is Michael Foerstel, whose address is 4330 to 4338 Clayton road, city. Foerstelville, as his place is called, is a through route for all the farmers and people who come from around the city to dispose of their produce and purchase their supplies. Mr. Foerstel, who lives on the road and has done so for twenty-five years, where he has his residence and slaughter house, which supplies the meat for his stalls, 40, 41 and 42 Union Market, saw the constant string of loaded wagons passing in front of his door from day to day, and from the nature of his calling and dealings he had with them in purchasing cattle and feed, learned what trouble they had in coming to the city and finding a resting



VIEW IN FOERSTELVILLE,
Boyle and Clayton Ave.

place for the night or a hot breakfast in the morning, conceived the idea of building and fitting up for them the immense array of hotels, shops, etc., which are mentioned above. After a patient struggle from year to year, constantly increasing his plant, he has at last made a perfect FAIR, where they can get the best accommodations for the least price. For instance, a farmer coming along the road at early morning finds breakfast waiting for him, kept piping hot on steam tables, ready at all hours, so he need not wait a minute; if he should come at night with a load there are sheds for his load with a watchman to look after them, and a good room with steam heat, electric light, and a good supper and breakfast. Mr. Foerstel intends a man shall have a good meal for 20 cents; if he wants to order he can have one at any price, cooked as good as in town. If a farmer wants to dispose of his load he can do so on the spot. Suppose he arrives with his family? His wife can get everything she wants at the stores under the hotel at the same price they can be had for in town, and he can sell his load and go home at once, thus saving time all around. For city people, they will find everything good and cheap: clean and light rooms, with every modern convenience, billiard rooms and bowling alleys, reading rooms and library; in fact, everything that a man can want. His premises will shortly be connected with electric cars; there will be three lines within a block; there is also a station on the Wabash within the same distance. In the appointments of the hotel everything is new, in the latest style, gas, electric lights, hot and cold water, and next summer there will be a large garden and veranda for those who like to spend an evening in the open air. Mr. Foerstel's premises cover three blocks; he has twelve wagons constantly on the go, either delivering things he has sold or bringing "grist to the mill." Fifty men are constantly on the go doing his work, three bookkeepers keep his accounts, and it takes \$10,000 a year to pay them. In his eating house he can feed 1,500 people a day. Everything is done for the comfort of his guests, and nothing will be tolerated that will create annoyance to them. For our

city people who live in the West End, we would say that he has the best cuts of meat, oysters, fish, vegetables, groceries and family supplies, which he will deliver to telephone orders. In conclusion, "Mike" Foerstel, as he is familiarly called by "old-timers," has served the city in many important offices, and is now our City Treasurer, a position he fills to its utmost requirements, and is in every way a useful citizen.

THE PATE STOCK FARM.

THE R. C. PATE STOCK FARM.—One of the most valued institutions of St. Louis is this stock farm where "trotters" are bred. This is the home of the great stallion "Counsellar," whose portrait adorns the opposite page, and his stable companion "Alley Russell." It is the first objective point of every horse breeder and lover of the noble animal on his arrival in St. Louis. An idea may be formed of its popularity by the perusal of the following which appeared in the *St. Louis Globe-Democrat*:

"Taking advantage of the spring weather of Sunday last a *Globe-Democrat* reporter, with some agreeable companions, paid his respects to Mr. R. C. Pate and his able Secretary, Mr. E. Mansfield, who has charge of the city office, 304 North Main Street, of the Pate Stock Farm. There was a large number of visitors in carriages, and taken altogether, the lively scene reminded one of a country fair. The farm is located just at the northern boundary of the City of St. Louis, not seven miles distant from the City Hall, and reached by street cars or a good macadamized road, and as a farm for breeding trotters has not its superior among the most famous establishments of Kentucky or California.

"It contains some 400 acres, has handsome houses, barns and equipments, ample pastures affording accommodation for 500 head, and a fine half-mile course, designed expressly to develop speed, or when required, to train for the track.

"The training stable is in close proximity to the track, fully equipped with a corps of experienced and skillful trainers and



COUNSELLOR 1842. Record, 2:24.
Property Pate Stock Farm Co., St. Louis.

drivers. The farm is already stocked with stallions, brood mares, colts and fillies worth over \$250,000, representing strains of blood that have been prominent on the turf for years, and in the paddock were also seen a number of the noted St. Louis road teams that had been boarded here during the winter months. The two stallions at the head of the stud are Alley Russell and Counsellor. Alley Russell, No. 4502, record 2:22 $\frac{3}{4}$, was sired by Mambrino Russell, son of the great campaigner, Woodford Mambrino, 2:21 $\frac{1}{2}$, at 15 years old, who was owned and campaigned by Mr. R. C. Pate, in 1878, and now lies buried at the farm. Mambrino Russell's dam is the renowned Miss Russell, the dam of Maud S., 2:08 $\frac{3}{4}$, and the great Nutwood. The dam of Alley Russell was Alley, dam of Wilton, 2:19 $\frac{1}{4}$, and Albert France, 2:20 $\frac{1}{2}$, by Rysdyck's Hambletonian, the sire of George Wilkes, and the founder of the great Hambletonian family. Alley Russell promises to be one of the most noted sires of early speed. The following are a few of his get that attained records last season, on well-authenticated trials: Mollie Russell (2), record 2:36 $\frac{3}{4}$, in the fifth heat of a winning race against aged horses; Cora Russell, (3), record 2:41 $\frac{1}{4}$; Kansas Russell (yearling), record 3:03; Alice Russell (2), record 2:55; George Russell (yearling), record 3:04; Judge Russell (3), trial 2:30 $\frac{3}{4}$; Frank Temple was a good second in a race, time 2:32; Alta Russell (2), trial 2:50; Daisy Russell (2), trial 2:52.

“His stud companion, Counsellor, is without doubt the handsomest horse standing in the stud to-day, his sire being the great Onward, record 2:25 $\frac{1}{4}$, acknowledged by all to be the best son of George Wilkes; dam of the equally famous Crop, by Pilot, Jr.; Crop is the dam of three and granddam of four in the 2:30 list. Counsellor's colts all have that same grand carriage and bold way of going that attracts so much attention to him. His colts have won the Nebraska Breeders' Yearling and 2-year-old stakes in 1888, and the 2 and 3-year-old stakes in 1889, and four of his get are expected to enter the 2:30 list of the coming season.

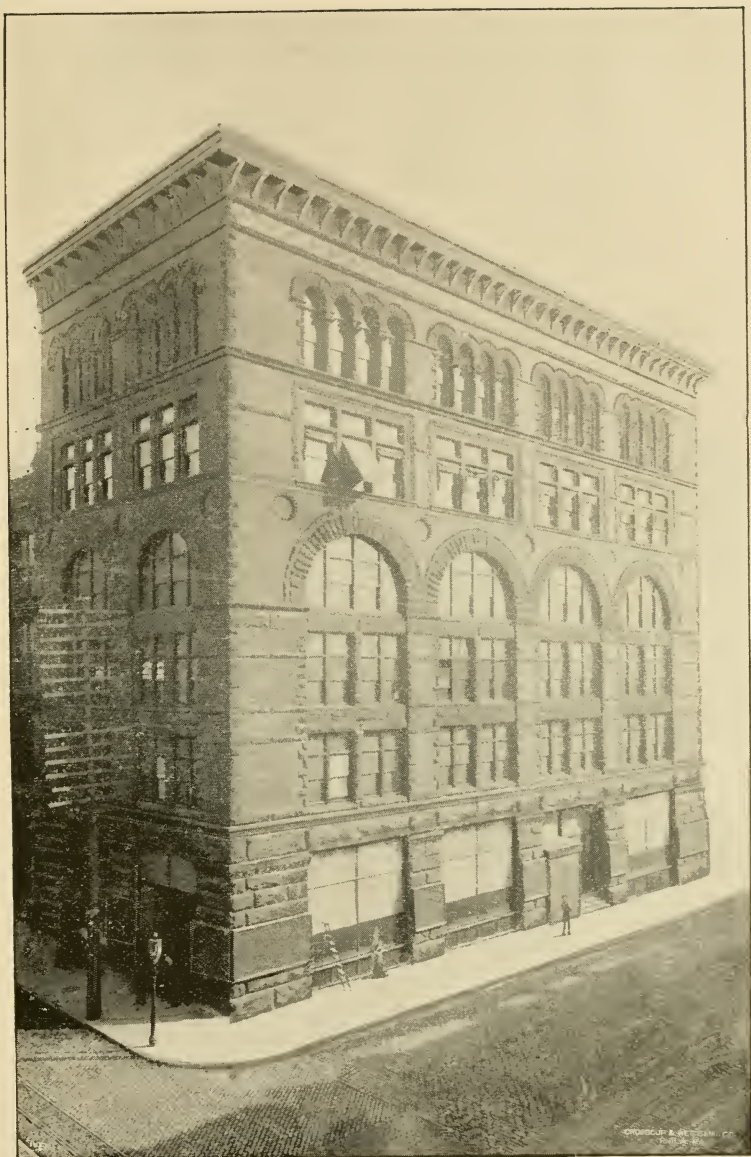
“As will be seen, five of the most prominent mares that are found in the pages of the stud books are found in the immediate ancestors of Alley Russell and Counsellor. They are Miss Russell and Crop, the great Pilot, Jr., mares, Woodbine, Dolly and Alley, who together have produced sixteen 2:30 performers.

“These stallions are held in such great esteem by horsemen that not long since an offer of \$35,000 was made for Counsellor, which was refused, as it would have been if made for Alley Russell.

“Wilton, 2:19 $\frac{1}{4}$, the half brother of Alley Russell, stands for \$500 in Kentucky, as does the sire of Counsellor, Onward.

“The lovers of fine horses should not forget the fact that here at their very doors is this pair of stallions that stand for \$100, and limited to sixty mares for the season. It gives our citizens a bona-fide opportunity to improve their stock at, what must be known to all, is a mere nominal expenditure. A visit to the farm and a sight of the beautiful animals will well repay all admirers of the horse, and from my experience can say that all will receive a right royal welcome.”

Having enjoyed the hospitalities of the “Pate Farm,” we cheerfully endorse the above and recommend a visit to all who desire to see the two most noted stallions in Missouri.



F. C. BONSAK, Builder.

THE BELL TELEPHONE BUILDING.

ARCHITECTURE.

Architecture in St. Louis has undergone a great change in the last few years, and is rapidly developing into modern and beautiful designs, giving elegance and esthetic effect to the city.

On the business thoroughfares a large number of the dingy, dark and gloomy buildings that, but a few years since, compared favorably with the commercial architecture of sister cities at that time, has been removed and replaced with grand commercial palaces, towering to an altitude of eight, nine and ten stories above the sidewalk.

They are of the latest styles of architecture, diversified in design, material and construction, from the hands of skillful architects, giving the streets a pleasing and picturesque facade, with enough harmony to render the effect grand, and yet enough individuality in the different properties to avoid the monotony so prevalent in nearly all other cities.

The straight flat fronts of brick work with square openings and stone lintels, and the vast facades of cut stone pierced with tiers of narrow openings, crowned with heavy projecting cornices, that were considered fine a few years ago, are rapidly giving way to massive commercial structures of imposing architecture, built of enduring granite, in bold heavy outlines with carved ornamentation, trimmed with cold rolled copper to ever grow richer by the coloration of time, and lighted through shapely, well-proportioned, polished, plate-glass windows, set deep back into the walls, giving a rich and solid effect.

The mercantile buildings that were but recently constructed with thin board floors on light pine joists, are now superseded

by substantial heavy timbered floors on massive beams, stirruped on strong girders, rendering the buildings not only solid and



J. B. Legg, Architect—The Oriel Building—Chemical Bank.

substantial, but slow of combustion, thereby confining fires to the story in which they originate, until they can be controlled by the fire department.

The stereotyped five-story front office building of the city, heated with snapping steam coils, and served with direct pressure power hoists, called elevators, have now passed into our city's youthful history as relics of rickety fire traps, and their places are supplied by palatial office buildings of strictly fire-proof construction, finished in polished hard-wood with marble wainscoting and tile floors, heated and ventilated with low pressure steam, and served with magnificent, smoothly working, rapid elevators, rendering the top floor as desirable as the first story.

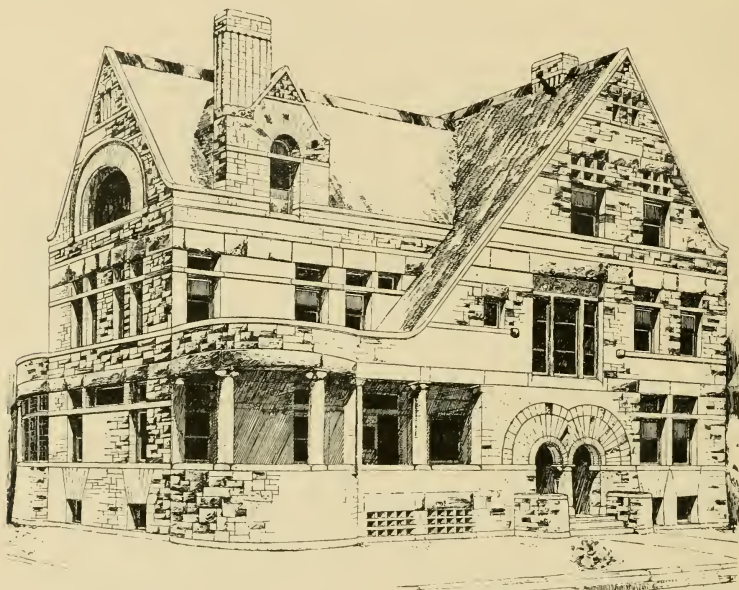
The modern dwellings, bordering miles and miles of the fashionable residence streets, are unique and esthetic in design, picturesque and attractive in appearance and palatial in arrangement, with wide square reception halls, containing wide open fire places and broad easy platform stairs recessed into bays or towers and lighted through large windows set over the platforms, rising into two stories through ballustered curb string openings and glassed with rich colored opalescent glass studded with cut jewels.

On the first floor the reception hall, library, sitting room, music room and dining room, are all coupled together through sliding doors and open ornamental portiered arches, rendering the entire area of the building susceptible of being thrown together on swell occasions.

These dwellings, with their high basements, low stories, wide porches, tall, peaked, slate roofs terminating in cold rolled copper finials saddling the hip and blending in with the ornamental ridge crestings and relieved with sharp, scroll moulded gables, semi-circular copper dormers and round towers, terminating in bell-shaped spires and minuet tops crowning the circular bays, constructed with gray stone base, press brick walls, granite steps, red stone sills, stone faced arches, terra cotta trimmings and flat ornamental cornices, all in the most modern architectural designs, every one dissimilar and yet pleasing and picturesque in outline, rick and elegant in detail and deversified in material, give a pleasing effect unsurpassed in modern architecture.

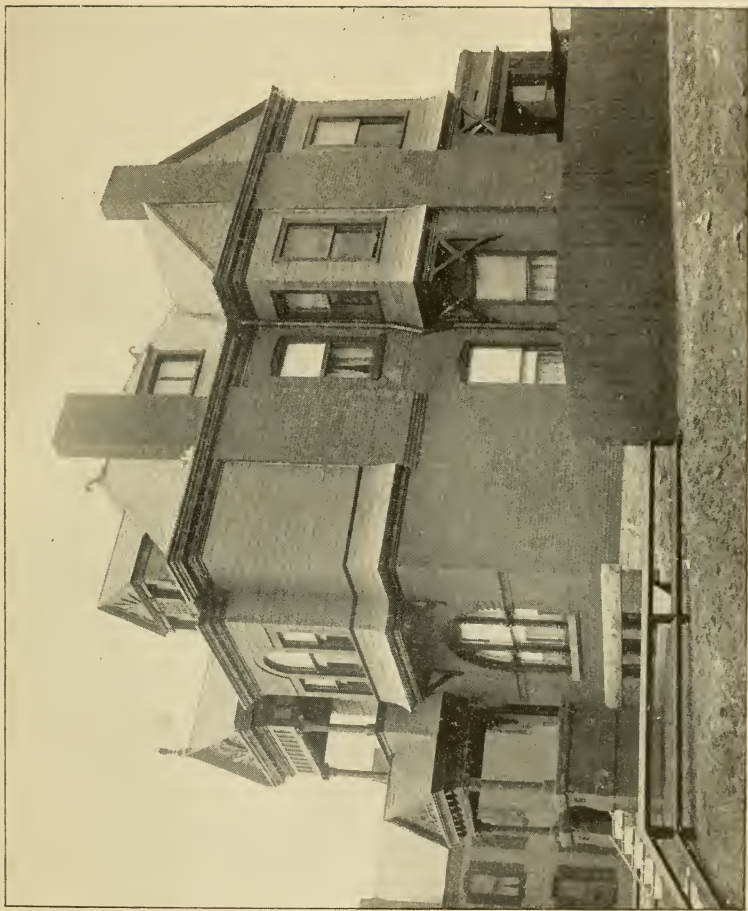
We are indebted to Architect J. B. Legg, author of this interesting essay on the architecture of the city, for the above.

PAULUS & WILLIAMSON ARCHITECTURAL Co., Fagin Building, 810 Olive Street.—The well-known firm of Paulus & Williamson has been established for three years, and during that time has done much to adorn and beautify St. Louis with handsome and well-constructed buildings. Sometime ago, in order



Charles R. Greene, Architect—Residence in Westmoreland Place.

to better care for their increasing business, they became incorporated under the style of the Paulus & Williamson Architectural Co. Under the new arrangement they will be much better prepared to attend to all business entrusted to them. Mr. Paulus is President, and Mr. Williamson Secretary of the Company. They are prepared to furnish estimates, plans and specifications on buildings of all kinds. Messrs. Paulus and Williamson are experts in their business; they are practical mechanics, and de-



PAULUS & WILLIAMSON, Architects.

RESIDENCE JOHN D. PAULUS.
(Cora Place.



Laclede Building—L. Cass Miller, Architect.

vote their whole attention to orders entrusted to their care. The Paulus & Williamson Architectural Co. will be conducted on the same principles that have made the old firm so successful, the change is only in firm name, the same honest, reliable and skillful men are in control. As an evidence of what they have



Adler & Sullivan, Chicago, and Chas. K. Ramsey, St. Louis, Architects

done and can do, they refer to A. J. Naughton, W. J. Bergfeld, S. S. Harkness, Thos. K. Kennedy, Farrar & Tate, Robt. Cornell, J. W. Schmees, Mrs. Harriet B. Vining, W. H. Willis, Fred. Fisher, Frank Warenhoff, Matthews & Lafferty, and many others. Call and see them and get their figures. They will treat you right and insure satisfaction.

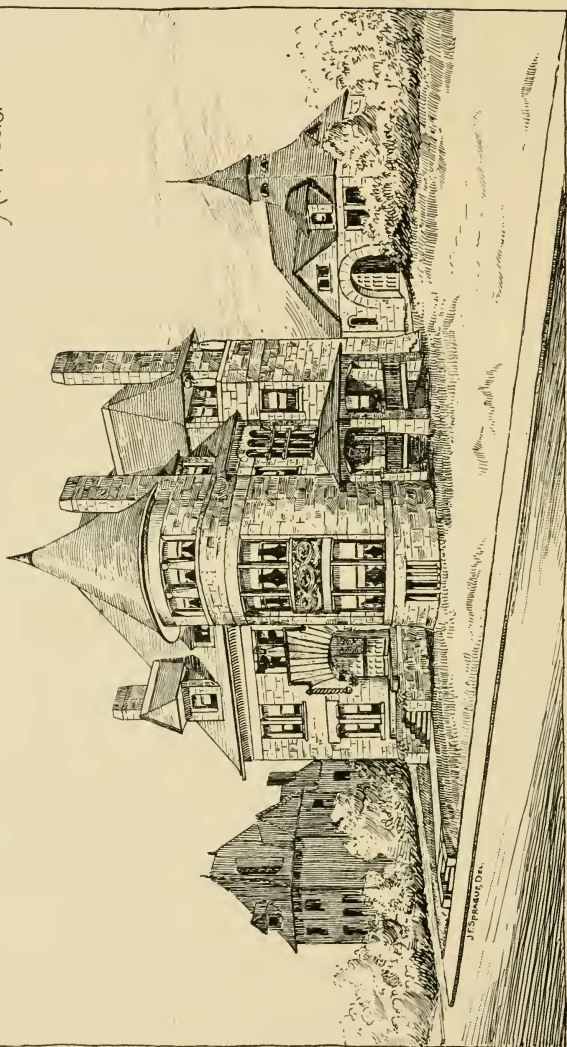
L. CASS MILLER, Architect, Laclede Building. Mr. Miller was the architect of this building, Clarence O'Fallon's residence in Normandy, and many other of our buildings and residences. Mr. Miller thoroughly understands his business and is prepared at all times to furnish plans and figures to those contemplating building.

GRABLE & WEBER, Architects, 509 Olive Street, are one of our most successful architectural concerns. They have erected some of our most beautiful residences, as will be seen by this list: Thos. H. West, West Moreland Place; E. A. Hitchcock, Vandeventer Place; D. D. Walker, Vandeventer Place; E. C. Wickham, Vandeventer Place; H. N. Davis, Vandeventer Place; J. C. Sommerville, West Moreland Place; James Tausig, Washington Avenue, near Grand; Meyer Bauman, West Pine Street; L. L. Hull, Forest Park Boulevard; Hubertes Schotten, West Pine Street; Jonathan Rice, West Pine Street; Geo. F. Tower, Grand and Lafayette Avenues; Given Campbell, Lafayette and Jefferson Avenues; James H. Allen, Forest Park Terrace; Valley Reyburn, Lindell Boulevard, and hundreds of others.

CHARLES K. RAMSEY, Architect, 509 Chestnut Street, built the Houser Building, and is now putting up the Wainwright Building. He has erected some of our finest residences, and has a fine reputation as a safe and reliable man.

MR. T. WILLIAM RAEDER, the architect, whose office is located in the Equitable building, is well represented in this work by the illustration of the beer elevator recently constructed by him for the Schwartz Bros. Commission Company. Mr. Raeder makes a specialty of the erection of grain elevators, breweries and other large manufacturing plants.

RESIDENCE FOR T. H. WEST ESQ.
ST. LOUIS, MO.
GRABLE & WEBER
ARCHITECTS.



THE LACLEDE GAS LIGHT CO.

The Laclede Gas Light Company was organized under a special charter granted by the Legislature of Missouri, and commenced supplying gas to a portion of the City of St. Louis in June, 1873. Previous to that time the price charged for gas by the St. Louis Gas Light Company was \$4.50 per thousand feet. In 1873 the rate was reduced to \$3.25, which was subsequently reduced to \$3.00, then to \$2.50, to \$1.50, and on January 1st, 1890, to \$1.18 $\frac{3}{4}$ net.

On the expiration of the charter of the St. Louis Gas Light Company, January 1st, 1890, the Laclede purchased the property of that Company, and in a short time afterwards the property of the St. Louis Gas, Fuel & Power Co. In May, 1891, it purchased the plants of the Municipal Lighting Power Co., and of the Missouri Electric Light & Power Co., and is now furnishing all the gas sold in the City of St. Louis.

Its capital was originally \$1,200,000, afterwards increased to \$1,600,000, to \$2,500,000, and at present to \$7,500,000 of common stock and \$2,500,000 in preferred 5 per cent stock.

The Supreme Court of the State has on several occasions pronounced on the validity of the charter of the Company, which is now unquestioned by any one; while the charter gives the Company the right to regulate its own affairs and fix the price it shall charge for gas, many of these privileges have been modified by a contract with the City, which will continue in force for thirty years from January 1st, 1890. The maximum price for gas during that time is \$1.18 $\frac{3}{4}$ net.

It has always been the policy of the Company to furnish gas at the lowest possible price which will afford a reasonable profit on the business, and it hopes, therefore, that as the sales increase the present rate of \$1.18 $\frac{3}{4}$ may be considerably reduced.

In addition to supplying illuminating gas at the rate named, it is now furnishing a good article of *fuel gas* at forty cents per thousand feet net. This fuel gas is conveyed by a separate system of street mains extending over about twenty-five miles of streets, and the Company proposes to extend this special line of pipe as fast as the demand for fuel gas will warrant.

The Company is also supplying railway cars with a compressed oil gas, made under the Pintsch system, whereby the cars are brilliantly lighted and at a small cost.

The present capacity of the works of this Company amounts to about five million feet of illuminating gas per day, or 1,500,000,000 per annum. When the sales reach these figures the price per 1000 feet will be much lower than it is at present.

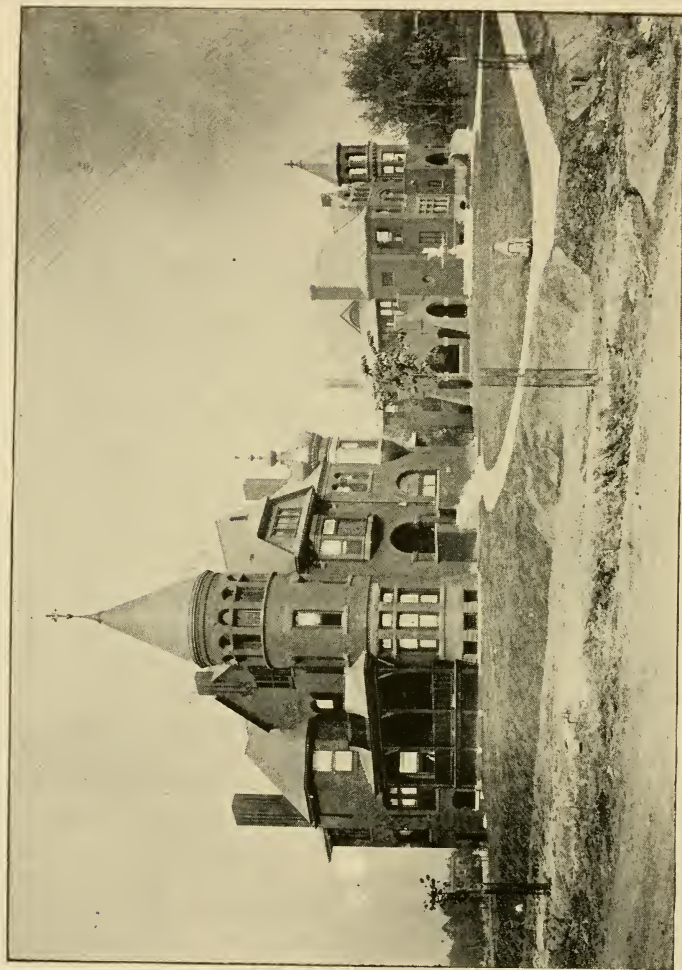
REAL ESTATE.

The fact that St. Louis has never been given to wild speculation in real estate, but, on the contrary, has always displayed a general and deep interest in the development and improvement of property has rendered this one of the best markets in the country for buying as well as loan investments.

The *Globe-Democrat* in its annual review of January 1, 1891, says:

“The year 1890 was the “blue ribbon” year to owners of real estate. The sales have been large, prices uniformly good, and investors generally satisfied with their bargains. Although in conservative St. Louis there is no “boom,” so to speak, as investors, in a great measure, buy to build, and make a careful survey of the surroundings before purchasing, often taking months to make their selections, thus making a steady demand at upward prices. The immense increase of sales in suburban property have been caused by rapid transit, as people now can live four miles out and get in town as soon as they could in former times when they were only two. The enterprise of our surface railways in this matter is highly to be commended.

There is probably no city in the Union where the character of real estate dealers stands higher than it does here, thus causing the word of a dealer being often taken in transactions with buyers who live away. Sales of property will undoubtedly be stimulated this year by the building of the new depot, the finishing of the Merchants' Terminal, the Burlington's coming in in the northern part of the city, and the erection of numerous manu-



Residence J. W. Buel, No. 1919 S. Grand Avenue.

facturing plants, the owners of which contemplate making St. Louis their home. It would be invidious in a general article to mention any particular property, as there are splendid building sites from Carondelet to Bremen, and west as far as the eye can reach. In factory sites the river front, and back four or five blocks, the Mill Creek Valley, and the property between Seventeenth and Twenty-third, for a mile in length, give splendid facilities for shipping and switching. Another point that adds much to our suburban property is the beautiful parks and boulevards laid out within the past few years, and their ease of access."

Now, that business is thriving, real estate is in demand; the merchant wants a palatial store, the manufacturer requires larger buildings and a large class of thrifty industrious people, wage earners in comfortable circumstances, are desirous to own their own homes.

Speculation in grain or stocks is hazardous. Mercantile business frequently meets with reverses, and stocks become unsalable and vanish into the air, but no matter how low property may go it still remains, and when the panic pressure is removed is always the first commodity to advance in value.

St. Louis has to-day, in proportion to its population, a larger percentage of taxpayers than any city in the United States, and the taxes are proportionately as low.

Persons interested in real estate will read with interest the chapter in this work on the Street Railways.

The following are leading real estate firms:

GREENWOOD & Co., Real Estate Dealers, rooms 307 and 308 Bank of Commerce Building, 421 Olive Street. This firm, composed of Moses M. Greenwood & Son, have had a phenomenal success in managing large deals in realty for the past five years. Among the most notable are the sale of the old Benton farm, 750 acres, to a Virginia syndicate; the Sutton homestead to an English syndicate for \$250,000; Pope's subdivision of 123 acres, in the northern part of the city; Hillside subdivision in the western part of the city; Chamberlain Park; the entire

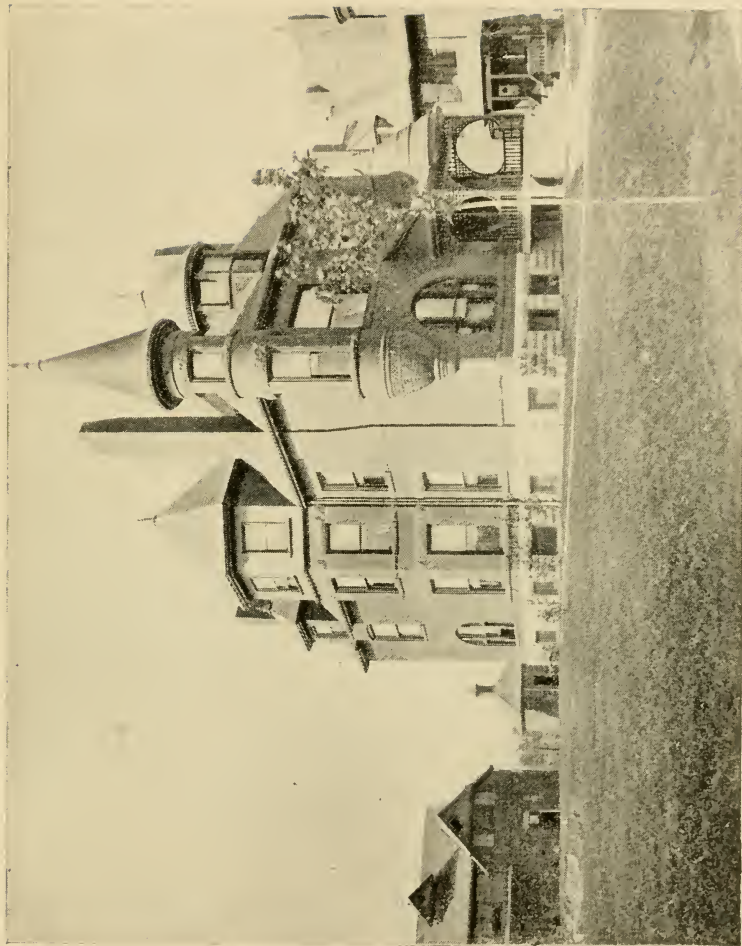
Gamble tract to a local syndicate for \$165,000. Had charge of a large portion of the purchase of the Merchants' Bridge & Terminal Co., and latterly in subdividing and handling the Greenwood tract, which bids fair to be one of their greatest successes.

St. Louis is largely indebted to our real estate agents for the increased demand for suburban property, and no firm has done more to "boom" it than Greenwood & Co.

ALBERT WENZLICK, investigator of titles, conveyancer, notary public and agent for the safe investment of money, 818 Chestnut street. This concern was organized in 1877 by George Wenzlick, and in the year 1885 the present proprietor became a partner. Since the death of his brother he has successfully carried on the business. He has a large number of abstracts and reliable indexes, and is able to turn out examinations at short notice. In addition to this he makes out deeds, chattel mortgages, contracts, wills, power of attorneys and all other legal documents. Those confiding business into his hands are sure to be pleased.

HAZELWOOD.

This beautiful suburb is situated on the St. Louis & San Francisco Railroad, about eight miles from the Union Depot. It is admirably situated for the homes of clerks and salesmen. The railroads furnish transportation to and from the city that is not excelled by any other locality. The location is everything that could be desired when considered from a health standpoint. It is situated on the crown of a hill that gives a beautiful view of the city and the surroundings, and renders the air dry and healthful. In this respect it has not a peer. St. Louis, which is famed for the beautiful suburbs, has none that equals Hazelwood in the brightness of its sunshine, the dryness and purity of its air, the beauty of its landscape and its perfect adaptability for promoting health in the delicate and preserving it in the robust. The children have abundant room to romp and play with all the abandon of childish vigor. Choice residence lots



RESIDENCE THOS. J. PROSSER.
Lindell Ave.

are now offered the public for from \$5.00 to \$12.00 per foot—\$10.00 cash and \$10.00 per month, until fully paid. Every young man expects at some time to get married; why then should he not give some thought to the subject of securing a home for his prospective bride? Time was when the newly made wife was satisfied if her new lord and master was able to furnish a table, bedstead, and a few chairs, all huddled together in a single room. But, young man, if you think the girl you expect to make your bride will accept any such scanty provision, you will waken some bright morning to find that you have been hugging a delusion. Our girls are made of better stuff and they take it for granted that the young men are. When they contemplate getting married they take it for granted that the honeymoon will be spent in a nice home with visions of roses and honeysuckles in the yard. The internal arrangements need not be expensive, but everything must be comfortable and complete. Carpets, curtains, counterpanes and pictures must be a part of the furniture. All of these things entail a considerable expense, and necessitate considerable planning and forethought. If, therefore, you intend to marry and enjoy the only life worth living, with the girl of your choice, I would urge you to begin preparations, and that at once. Buy one of those beautiful lots at Hazelwood. Ten dollars a month will pay for it, and when it is done you will be happy. Do you smoke? Have you ever considered that the money you spend for cigars will pay for a lot? Here is the arithmetic of it: seven cigars per day at five cents each for 31 days is \$10.35, which amounts to a little more than the payment necessary to secure a lot, together with the other joys enumerated above.

JNO. BYRNE, JR. & Co., 618 Chestnut Street. This is the oldest real estate firm in St. Louis. It was founded in 1840 by the late John Byrne, Jr., and in 1890 completed the fiftieth year of its existence. In 1865 Mr. Byrne's son-in-law, Francis L. Haydel, entered the firm, and in 1879, the latter's son, Harry L. Haydel, began his apprenticeship to the real estate business, under the most experienced of teachers. For fifty years Jno.

Byrne, Jr. & Co., now the Messrs. Haydel, have been recognized as the largest rent collecting agency west of Philadelphia. Their last year's business showed a total of 287 rent rolls, besides other and separate accounts of sales and loans, in both of which departments they have a large and increasing business proportioned to the growth of the city in recent years. The loan and sales business is looked after by Mr. H. L. Haydel, who is young and active, and possesses an extensive acquaintance among all classes of business men; while his father, Mr. F. L. Haydel, gives his attention to the care and administration of property, making leases, keeping a careful eye on the maintenance of improved property, etc. They buy and sell real estate, improved and unimproved; collect rents, make loans, pay taxes and other public charges, appraise property, and do a general notarial business, including the taking of depositions. A special feature of their business is the large Eastern clientage of the firm, investing and lending money for this class, and collecting the rents of property which non-residents are not themselves able to look after. Their books show over fifty accounts of non-residents owning property in St. Louis City and County.

CHAS. H. GLEASON & Co., real estate dealers, 720 Chestnut Street. Improved and unimproved real estate bought and sold, including both business and residence properties. Leases effected, titles examined, rents collected and loans negotiated. Special attention given to acre property near the city; subdivisions platted and managed in the interest of purchasers. Attention given to East St. Louis property. Also, mineral, timber, farm and other lands handled. In this department are included improved farms; timber tracts embracing all the varieties of timber, for commercial use; also coal, iron, phosphate, asphaltum, marble, lead, zinc and building stone lands. These lands are for sale in large or small bodies, having as high as 200,000 acres in single surveys. Each department of our business is in the hands of competent parties, who give prompt attention to all matters confided to our care. Correspondence solicited.

RUTLEDGE & KILPATRICK, successors to S. D. Porter & Co. Claude Kilpatrick and Robert Rutledge, 720 Pine Street, real estate and house agents; negotiators of loans; special attention given to the collection of rents. This is one of the oldest firms in the city, having an existence of nearly half a century. The firm is at present composed of Mr. Robert Rutledge and Claude Kilpatrick, who are young men of unlimited energy. Mr. Kilpatrick has been in the firm for nearly seven years, and has been favorably known here all his life.

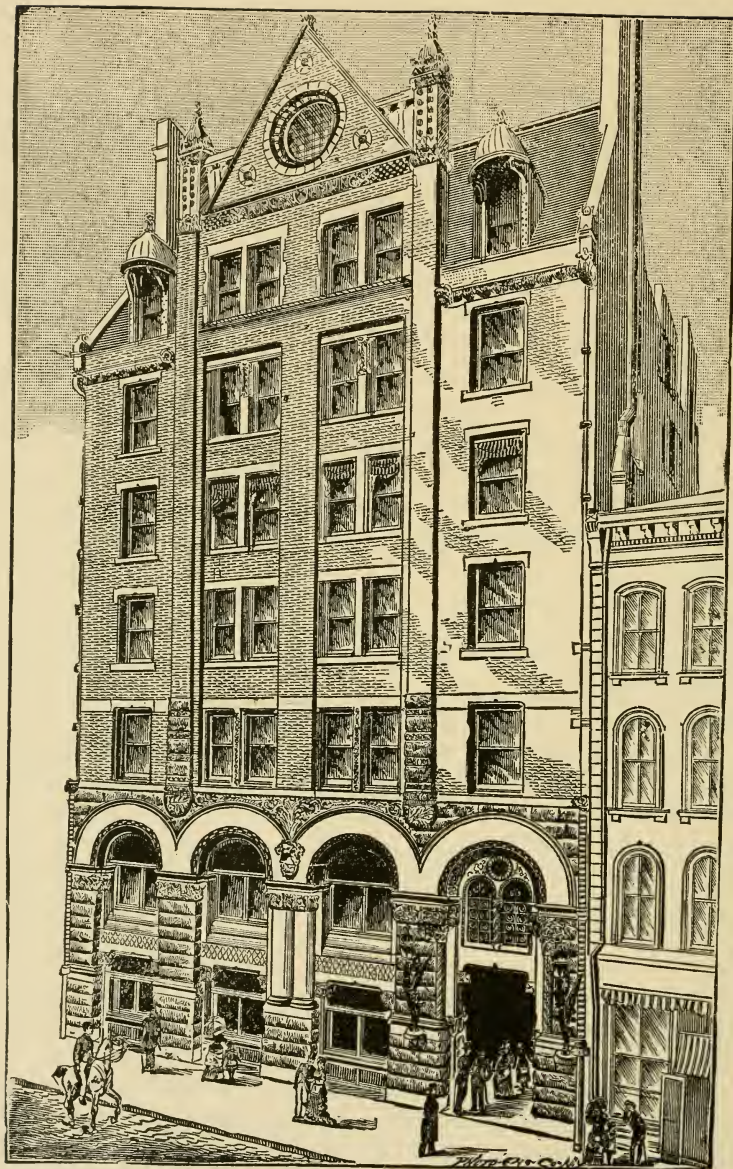
THE TURNER BUILDING—a Modern Office Building. The Turner building, on Eighth Street, between Olive and Locust, is one of the most solidly constructed and perfect, from an artistic and architectural standpoint, that has been erected in St. Louis during the past decade. We present a splendid engraving of it herewith, from which the reader can gain an idea of its beauty and striking proportions.

The foundations upon which the structure rests are sixteen feet deep, and the footing courses under the walls are of concrete three feet thick. The front is of brown sandstone, known as the Kibby brown stone, and presents a rich, massive and harmonious appearance, while severe tests have proven it invulnerable to the action of the elements. This stone is used in the first two stories, after which stock brick and brown stone sills, caps and molded brick jambs have been used.

Simplicity instead of profuse ornamentation has been followed out throughout, and the result was a building which combines severe simplicity with a massive and noble grace, which makes it one of the most striking features in the architecture of this city.

The interior is finished in marble and iron, while the upper stories are reached by means of two first-class quick elevators and easy graduated staircases.

The offices are elegantly finished and are arranged singly and *en suite* to suit the requirements of the tenants, who are made up of real estate, financial, insurance and mercantile agents, mining companies, railway and government departments, manu-



Turner Building, on Eighth Street, between Olive and Locust Streets.

facturers' offices, attorneys, etc. Most of the offices are occupied, but a few are still vacant, which will be let to desirable parties.

It is located in one of the city's choicest business quarters, facing the U. S. Custom House and Post Office, with cable and horse car lines at its very doors.

There is not a better arranged or more popular office building in the city, and none are occupied by a better class of tenants.

This representative building is the property of the Turner Real Estate & Building Association, and is the pioneer of modern fire-proof office buildings in the city.

CHARLES H. TURNER & CO., 304 N. Eighth street. This firm has been established for a quarter of a century, and has during that time made some of the largest real estate deals ever made in the West. The firm is composed of the brothers Chas. H. & Thos. T. Turner; they are to the manor born and their father before them, "Major Turner," was largely interested in financial institutions, so that they come naturally to the business. Their integrity is undoubted and estates intrusted to them are sure of being handled in the proper manner. They conduct a general real estate business; but their principal business, and to which they pay the most particular attention, is to the management of large estates, they having in charge many most valuable ones. Being large property owners themselves, and having the management of so much valuable realty for others, they are thoroughly identified with the interest in all its features.

JOSEPH H. TIERNAN, who has succeeded to the business of Lancaster & Tiernan, continues at the old stand, No. 202 N. Eighth street. Mr. Tiernan makes a specialty of LOANS, and is prepared to negotiate them up to any amount. Mr. Tiernan's well-known qualifications for the real estate business and his sterling integrity, his numerous friends and business application, will undoubtedly increase his fortunes materially. Mr. Tiernan attends to the collection of rents, makes advances on estates in his charge, and does a general real estate and collection business. Mr. Tiernan also founded the Security Loan & Building

Association, and is its Secretary, whose stock is now valued at \$130.00 per share, a tribute to his business foresight, and one of the most successful companies ever organized. Mr. Tiernan is also a Notary Public, so that people transacting business in his office will not have to go outside.

CHAS. F. VOGEL, 716 Chestnut street. The name of this energetic and enterprising agent, is well and favorably known in this community, Mr. Vogel having been in public life for over twenty years, holding many positions of honor and trust, lastly that of clerk of our five circuit courts for two terms. Tiring of political life about four years ago, Mr. Vogel embarked in the real estate business, in which he has been eminently successful, and by his industry, honesty, integrity and untiring devotion to duty, has built up a large and lucrative business. His time is well occupied with transactions in the various branches of the real estate business, buying and selling real estate, managing large estates and the loaning out of funds. While doing a large business in real estate in all parts of the city and suburbs, he has done much to bring the long neglected South End of our city to the front, where property is now selling at remunerative prices. Any business entrusted to Mr. Vogel receives his personal attention and careful consideration of the interests of his clients.

TITLE INVESTIGATORS.

WOERHEIDE & GARRELL—Investigators of Titles—612 Chestnut street, are experienced and reliable Title Investigators and Notaries Public. Their title index affords a complete and comprehensive history of all lands within the City and County of St. Louis, which enables them to execute all orders for the examination and furnishing abstracts and certificates of title with dispatch coupled with accuracy and reliability.

Drawing of deeds, leases, wills, and other legal and technical instruments of writing are carefully attended to. In addition to this, probate and other court matters in relation to real estate will receive their prompt attention. Special and general taxes and assessments attended to, and all information in relation to them

given. Money loaned on real estate at a low rate of interest; also money safely invested.

This firm has a reputation of undoubted reliability, and parties trusting business into their charge will find them quick, honest and safe.

LEWIS & HALL, Investigators of Titles to Real Estate, Conveyancers, etc., 714 Chestnut Street. This firm is composed of Henry E. Lewis and Cyrus Hall, men who have had an experience of twenty years in the business they have also been the examiners for the City of St. Louis for the past four years, which, of itself, goes to show that such weighty matters as a city has would not be intrusted to tyros or men who were not fully up to their business. They have books and plats to every inch of ground in the City and the County of St. Louis from the French and Spanish concessions. They run from 1796 to 1880. Another important feature of this firm is that they do their own work, employ no one, and as their personal attention is given to everything in their office, one can be assured of its correctness. They draw all kinds of legal documents, etc. As their work is done promptly and correctly their business is constantly on the increase. People having anything in their line will do well to call on them.

HOUSE BUILDING COMPANIES.

THE ST. LOUIS MUTUAL HOUSE BUILDING COMPANY. This company is the oldest building association in the city, having been organized over thirty years ago, and it was the first to introduce the system in the West. It is now in its third series, and since the establishment of Company No. 3 has built over 600 houses, and has added millions to the taxable wealth of the city. Its members are principally men of small means, engaged in moderate business operations, and a few liberal capitalists, who have placed their money at the disposal of the company, to be used at a moderate interest for the benefit of the association. This association builds for the owner of a lot such a house as may be required, he returning the money in

monthly installments, equivalent to 10 per cent. per annum of the principal, 8 per cent. interest per annum on the deferred payments or unpaid principal. To illustrate: on an indebtedness of \$1,000 the borrower must return \$8.33 per month of said indebtedness, which is the one-twelfth part of \$100—10 per cent. of principal: he must also pay \$6.66 interest first month which is the twelfth part of \$80—8 per cent. per annum on \$1,000. Each month, as the principal decreases, the interest grows less, so that at the end of the first year it is reduced to \$6.05 per month. The total payments for the first year will be \$176.30, and each succeeding year they are lessened by the diminishing interest about \$8—the second year being \$168.30, the third year \$160.30, and so on, in ten years the whole principal has been returned, and the house paid for.

This company also purchases houses, or makes loans on houses already built, provided the real estate be unincumbered, and the charges in this case are moderate, the mode of payment being the same as on houses built by the company, in monthly payments.

The officers and directors are: Sam'l Simmons, President; John A. Becker, Vice-President; Hugo Kromrey, Secretary; Ed. Mortimer, Superintendent; Fred. A. Wislizenus, Counselor; G. W. Chadbourne, E. T. Howard, Wm. Koenig, F. E. Zelle, Geo. Schlosstein, John Maguire, John H. Krippen.

CIVIL ENGINEERS.

J. G. JOYCE & SONS, Civil Engineers and Surveyors.—The importance of a thoroughly practical, as well as a theoretical engineer, cannot be underestimated by those who have business of that kind to be done. This is what Mr. John G. Joyce is, as can be testified to by hundreds who have business dealings with him. He came here from New York, where he was principal engineer with Charles B. Stewart. This giving him a thorough experience into the details of the business, he moved to St. Louis in 1865, and became an assistant in the City Engineer's

office, thus becoming thoroughly conversant with the divisions and subdivisions of property in this city, which has been of immense advantage to his customers, as he can, at short notice, give them all the information they desire about city property.



J. G. Joyce.

He made the only accurate surveys of the Mississippi River, under Col. Merrill, in 1869. Was an assistant engineer of the Missouri Pacific Railroad in 1869, and assistant engineer on the K. P. Railroad in 1870, principal assistant engineer on the St. L. & Ft. Scott Railroad in 1871, chief engineer of the Carbondale & Shawneetown Railroad in 1871, chief engineer Big Sandy Valley Railroad in 1872, superintendent St. Louis Parks

in 1876, and civil engineer St. Louis Harbor from 1876 to 1883.

Since then Mr. Joyce has devoted himself to the practice of his profession on his own account. His work includes the laying out of Hyde Park, the Forest Park race track, Normandy Heights, Highland Park, etc., in fact our space is too limited to enumerate his numerous surveys. Mr. Joyce has his two sons in business with him, and the firm is highly endorsed by such eminent engineers of world-wide reputation as Henry Flad, Thos. J. Whitman, C. Sholer Smith and R. R. Powell, and by such citizens as Erastus Wells, Jno. B. Maude, D. R. Garrison and the real estate men generally.

MERCANTILE AND MANUFACTURING INTERESTS.

The year of 1890 was notably prosperous for all branches of trade in St. Louis. Greatly increased business in all lines is reported and a perusal of the "Annual Statement of the Trade and Commerce of St. Louis" by Geo. H. Morgan, Secretary of the Merchants' Exchange, affords mighty interesting reading to all interested in the welfare and progress of our city.

The total amount of freight handled by the various railroad and steamboat lines centering at St. Louis, during the year was 16,505,733 tons, an increase of 1,596,290 tons over 1889.

The report of the post office, always an indubitable evidence of a city's advance or decline, shows an increase of revenue of 12.37 per cent. The amount in weight of mail matter originating and dispatched from St. Louis was, in round numbers, 13,000,000 pounds, and the amount delivered in St. Louis demonstrates a phenomenal increase over the preceding year.

The clearing house reports and the returns from all other sources indicative of the progress or decline of business are more than encouraging, and St. Louis each succeeding years adds to her solidity, and confirms her right to the title of the metropolis of the great West. A brief synopsis of what has been done in the principal branches of trade is all that our space allows:

The amount of grain handled, as shown by statistics in Mr. Morgan's report, places St. Louis in the second place among the receiving markets of the country. She is also steadily coming to the front as an exporter, shipments to Europe via New Orleans being frequent.

In manufactured tobacco we stand at the head of the trade. The output for 1890 was over 52,000,000 pounds.

In groceries the jobbing trade alone sold to the amount of \$79,000,000. Manufacturers of goods in this line sold direct to country dealers fully as much more.

The breweries of St. Louis ship their product to all parts of the world. The amount of beer manufactured here in 1890 was 1,856,883 barrels. The brewing and distilling interests of St. Louis represent an invested capital of \$35,000,000.

As a dry goods market St. Louis is not far behind New York, while in boots and shoes, clothing, drugs, hardware, hats and caps, saddlery and harness, wood and willow ware, she ranks among the leading cities, and is striding rapidly to the front place.

St. Louis is western headquarters for agricultural machinery and implements, and vehicles of all kinds, and is recognized as such by the entire territory tributary to her. In lumber, furniture, iron and steel, paper for all purposes and printers' supplies, bagging, cotton, wool, hides, and the thousand and one other articles that constitute the trade and commerce of a great city, St. Louis vies successfully with the prominent cities of both continents, and every year brings her nearer to the van. Yet a few years, and here in the grandest valley of the world, she will be hailed as the queen of inland cities and a marvel to future generations of commercial and manufacturing success.

SASH, DOORS, ETC.

HUTTIG SASH AND DOOR COMPANY, manufacturers of and wholesale dealers in sash, doors, blinds, glazed windows, moulding, wooden gutters, screen doors, etc. Stairwork a specialty, office Main and Dock streets.

One of the most noteworthy branches of the manufacturing business that goes toward making up a manufacturing city is the sash, door and blind industry. The prosperity of this branch of trade is interlinked with the prosperity and advancement of the community, and is plainly indicative thereof.

There are numerous factories of this class in the city, but we desire to make special mention of the Huttig Sash and Door Company, who are well and favorably known in this city and throughout the entire West and South, in which they do an extensive business. The main office of the Huttig Company is located at Dock and Main streets, where they have a large



C. H. Huttig.

three-story brick warehouse, covering nearly a block and completely stocked with goods of their manufacture. The country business is handled from this office, while the city office and manufacturing department is located at Tenth and Mullanphy streets, the factory and yard occupying an entire block. The two offices are manned by a clerical force of fourteen. Besides

the investments at St. Louis, which amounts to over a quarter of million dollars, the Huttigs have a large factory at Muscatine, Ia., where they employ upwards of five hundred men. Also an extensive jobbing and manufacturing plant at Kansas City, at which point they are known as the "Western Sash and Door Company," and two branch houses at St. Joseph, Mo., and Wichita, Kan., calling into use a capital of about one million dollars. Mr. C. H. Huttig, who is at the head of the St. Louis house, and whose portrait accompanies this sketch, is well known not only in the financial and commercial circles of St. Louis, but in the Western and Southern territory. He is one of the progressive young men who have done so much in the past five years toward bringing St. Louis out of her sleeping condition to her present prosperous activity. He is a member of the St. Louis Mercantile, Germania and Informal Clubs; is a director in one of the largest banks here, the Third National, and is interested in various other enterprises. Mr. Huttig has been repeatedly mentioned by his friends for political positions, but has thus far declined to allow his name to be used. It is said, however, that his ambition inclines that way, but his business interests do not admit of a division of his time. Mr. Huttig's aversion to so-called puffs precludes any lengthy article regarding him, and as most of our readers are acquainted with him, either personally or by reputation, suffice it to say that St. Louis is justly proud of her young business men, among whom Mr. Huttig is distinctly one of the leaders.

CRESCENT PLANING MILL COMPANY.—Mills on Ninth, between Dock and Buchanan streets. This company was organized in 1890, with R. J. Humber as President, Thos. Thomsen, Secretary, and T. H. McMahon, as Vice-President, and manufactures sash, doors, blinds and mouldings, and does general mill work. They make a special feature of interior finish, which forms such an important feature of modern mill work, and as the president is a practical man, who has served his time at the work he is doing, it will always be found to come out of the mill in first-class shape. Their plant is 200 by 134 feet, two

stories in height. They have an engine of 250-horse power, and give employment to 150 hands. Since their foundation the work has come in to them so fast that they were obliged to double their capacity. They have secured the work on the new *Globe-Democrat* building, did the work for the Oriel building, Broadway cable houses, O'Neil Opera House at Kearney, Neb., Dillon (Mont.) Banking House, Hagen's new opera house, and many others.

HENRY GAUS & SONS MANUFACTURING CO., 2100 to 2130 North Main street, from Madison to Clinton streets. This business was started by Mr. Henry Gaus in 1863. In 1879 Henry Gaus, Jr., became his father's partner. In 1884 the mill was destroyed by fire, but the firm replaced it by a larger one at the southeast corner of Main and Clinton streets. In 1885 the present company was incorporated. The premises owned and occupied by the company now consist of two story factories covering an area of 240x130 feet with large lumber yards. The factories are completely equipped with all the necessary plant and machinery to manufacture doors, frames, sash, blinds, mouldings, interior furnishings, and general planing mill work, packing boxes, etc. Among the many buildings into which their work has entered we specify the residences of Messrs. Winkelmeyer, Robt. Brookings, Judge Valliant, Judge Withrow and Frank Farrar. They have recently added ready made or sectional houses to their output, and are prepared to ship them in any quantity, either to the trade, contractors, or persons desiring them. A catalogue will be furnished on application.

The present officers of the company are: H. Gaus, Jr., President; Fred. J. Gaus, Vice-President and Treasurer, and J. H. Ahrens, Secretary.

BRICKS.

THE HYDRAULIC-PRESS BRICK COMPANY.—Only within a few years have the demands of architects for fine high-grade brick been fully met. Eastern manufacturers were unable to supply the wants of customers outside of a very limited area,

because of the slow and tedious methods adopted by them. The old tempered clay process, handed down from generation to generation, necessarily dependent upon season and weather and skilled workmen, long ago became inadequate for the rapidly growing West.

The method of manufacturing bricks by what is known as the "dry clay" process was first successfully introduced by the Hydraulic-Press Brick Co., of St. Louis. It is not the intention to give a history of the company, which encountered the usual difficulties of prejudice and opposition which confronts every new system by which labor is saved and better results obtained. Suffice it to say that all obstacles were met and overcome, and to-day the hydraulic "dry clay" method is acknowledged throughout the country to be the best.

The Hydraulic-Press Brick Co. now operates in St. Louis six large works, with a total capacity of 80,000,000 common and 20,000,000 fine pressed front and molded bricks. The ground occupied by their yards comprises 220 acres.

In addition to their red brick business they manufacture large quantities of buff, brown, grey and granite solid colored bricks, which are in great demand in all the large cities, and which cannot be obtained of the same even quality elsewhere.

So great has been the demand for the dry clay red bricks, that the company has been compelled to establish works at Kansas City, Mo., Omaha, Neb., Chicago, Washington, D. C., Philadelphia, Findley and Toledo, Ohio, and Collinsville, Ill.

The combined output of all the companies is now 230,000,000 bricks per annum.

The offices of the company are in the Odd-Fellows' Building, St. Louis, and the officers are: E. C. Sterling, President; J. H. Clark, Vice-President; H. W. Eliot, Secretary and Treasurer; Louis Chauvenet, Assistant Secretary and Treasurer; W. N. Graves, Superintendent; Jno. B. Thompson, Assistant Superintendent.

TERRA COTTA.

THE WINKLE TERRA COTTA COMPANY, 1121 Market St.—In the line of building materials terra cotta work excels them all. It is as durable as stone and much cheaper, absolutely fire-proof, and can be made as ornamental as desired at a minimum of expense. In this connection it is pleasing to note we have in the Winkle Terra Cotta Co., office 1121 Market street, a firm that are manufacturing as fine a grade of terra cotta as was ever put on the market; they have an abundance of the best clays, and capacity for turning out the largest orders with rapidity. In their modelling department they have the best talent money can secure. They have an extensive trade outside the city. Among their orders are calls from towns in Virginia and Oregon, and from the cities of New Orleans, St. Paul and Milwaukee, which illustrates the scope of their market. We would call the attention of parties visiting this city to the work they are placing in the Wainwright building, going up on the corner of Seventh and Chestnut streets. Visitors interested in this work are invited to visit their establishment, and are assured of a cordial reception.

GRANITOID.

GRANITOID.—Before 1880, St. Louis was notorious for its muddy streets and pavements. Since then street reconstruction has been rapidly progressing, so that now its streets are scarcely equalled by those of any city in the Union. The cost of these improvements was at first regarded as a hardship by the property owners, but now the former bitterest enemies of the improvements admit their great value. Not only this, but all classes saw that the paving of the sidewalks needed similar improvement and change. Meetings were held and associations were formed by the property owners along certain streets. These associations introduced ordinances for the reconstruction of the sidewalks along these streets. In this way one street after another, and even larger districts were rapidly improved. This improvement is still going on and extending, some by

ordinance, some by simple consent of the property owners. The first of these improvements was by the Lindell Avenue property owners, who converted an obscure street into a boulevard and laid fine wide granitoid walks from Grand avenue to Forest Park, a distance of two miles. Olive street from Fourth street to Grand avenue followed immediately after. At first the only reliable material known was stone flagging. This flagging came chiefly from Kansas and Ohio, although smaller quantities came from Indiana, Illinois and Kentucky. Concrete paving had been used here and there about the city, but the great bulk of this material had failed to inspire property owners with confidence. About this time a new process, with somewhat different ingredients had, however, come into some prominence; this seemed to be in every way superior to all former processes, and the boldness and success of its application in trying localities at once called attention to its merits. P. M. Bruner, of the firm of P. M. Bruner & Co., had succeeded under the trade mark of *Granitoid* in demonstrating that this new material and process was calculated to supplant all other concrete pavements, and, indeed, all kinds of stone. In less than four years after its introduction it had supplanted stone, and stone companies, after a vain struggle, withdrew their agencies from the city. They could not compete with Granitoid even with their lower prices for natural stone.

The chief ingredients of this paving are granite spalls from the Missouri granite quarries at Granitoid, Iron Co., Mo., finely crushed by powerful machinery, and genuine Portland cement. The first plant for crushing and preparing this raw material was put up by the inventor, P. M. Bruner, in connection with the Syenite Granite Co., in the year 1885. In 1886 this plant was removed to St. Louis. In 1890 there was crushed about 40,000 tons of waste granite spalls, and the capital invested in this branch alone is \$100,000. The granite quarries now have a profitable outlet for their waste; the railroads of Missouri have a revenue of \$25,000 to \$35,000 yearly, from this source in hauling the waste a distance of 90 to 100 miles to St. Louis.

Most of the crushed granite is used in St. Louis, but smaller, constantly increasing quantities are being shipped to surrounding towns in Illinois and Missouri, some going east as far as Indiana, some to Tennessee, and some to Kansas. It is estimated that 1,500,000 square feet of granitoid paving was laid in St. Louis last year. It is the only material now specified by the Board of Public Improvements, and is the only material acceptable to the citizens. Its application is very varied. The water works conduit, extending four miles from the water works, in the city, up to the Chain of Rocks, is lined with Granitoid. The new reservoir is to be lined with the same, the cellars of all first-class modern dwellings are laid with it, all first-class livery stables and private stables are paved with it throughout, in passages, in stalls, in carriage house; some streets and private places are curbed and guttered with it; the basement of the Cupples warehouses on Seventh and Poplar streets contain about two and a half acres of it, many private drives and a few down-town public alleys have been laid with it, and it has been recommended by the present street commissioner for trial on public streets. So far the verdict has been in favor of these extensions of its use. Each new application serves to emphasize its supereminent adaptation to its original application—foot-walks. The process has already spread beyond the confines of the city or state. Delegations, committees and individual investigators come to St. Louis almost weekly, and Granitoid promises to become familiar throughout the Mississippi Valley.

We add a few cuts which will help to illustrate some of the applications above mentioned.

Fig. 1 illustrates the laying out and appearance of a sidewalk around a corner lot, the walk up to front entrance and a Granitoid driveway up to porte cochere. This driveway is grooved crossways so as to offer a good foothold for the horses. The walks and drive have a neat, uniform appearance, and are very easily cleaned. They are more durable than stone paving.

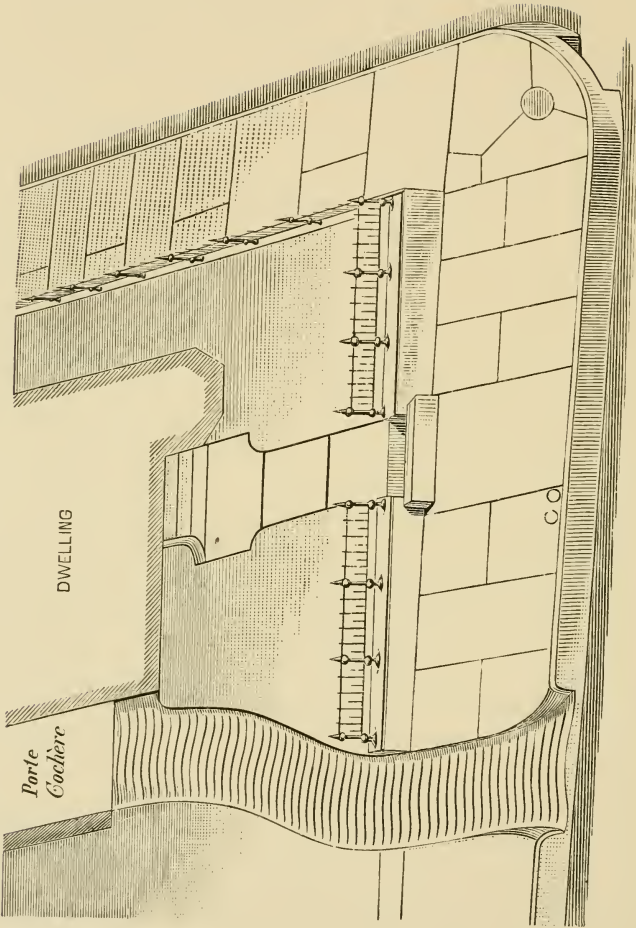


Fig. 1.

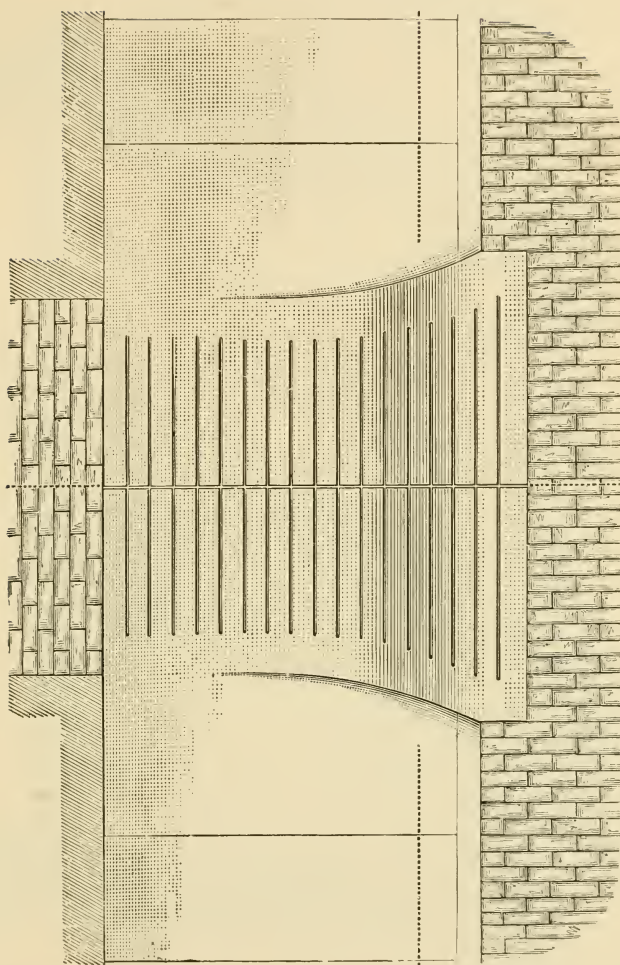


Fig. 2 represents an alley crossing over the sidewalk between two streets. This crossing is smooth and clean, and has no abrupt offsets. The ordinary cobble stone crossings are generally unsightly, irregular, and dangerous.

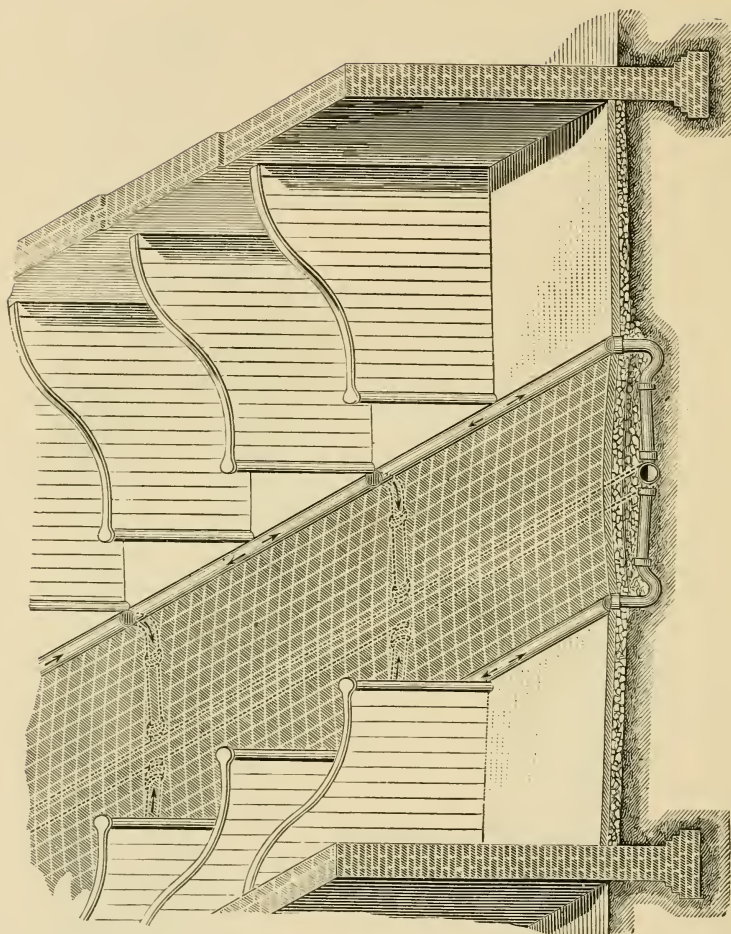


Fig. 3.

Fig. 3 represents Granitoid floor for stables. The whole stable is covered. The gangway in center is grooved. The drainage flows toward depressions immediately behind the stalls. There is an inlet and trap behind every other stallpost. In this arrangement the floor can be almost level, and yet all liquids

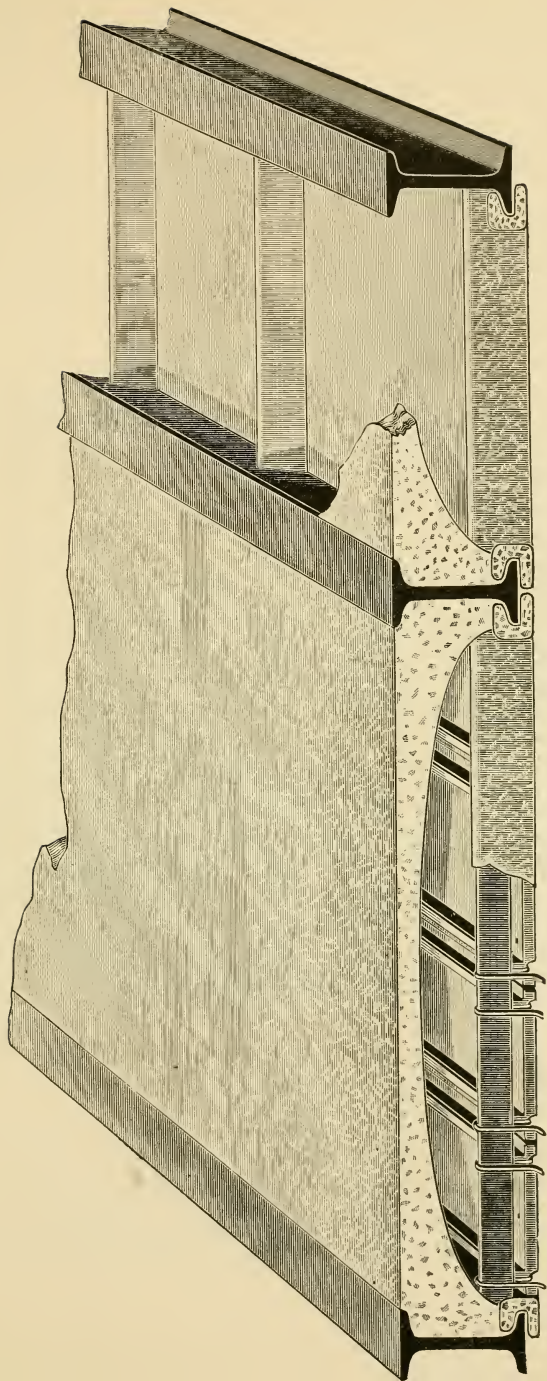


Fig. 4.

may be rapidly drained away. Movable floors or gratings of wood are generally laid in the stall for the horses to stand on. These are easily lifted up when the whole stall can be washed out thoroughly, and thus be kept sweet and clean. Seepage into the subsoil is entirely prevented. Such stables are not objectionable near residences.

Fig. 4 represents the application of concrete to the construction of fireproof floors for office buildings and warehouses. It is adapted particularly to large spans and in connection with iron beams of considerable depth. It is unusually light in weight, and, on account of the true arch form, very strong. The ceiling is independent of the arch.

MARBLE.

BRADBURY & JONES MARBLE Co.—This well-known firm have built up a first-class trade in Georgia and other marbles during a few years past, and their trade reaches from Minnesota to Texas and as far west as Colorado. They attribute their success to care and promptness in filling orders.

Some of the finest wainscoting and tiling ever seen in St. Louis or tributary thereto has been done by this company.

Georgia marble is their leading stock, but builders and contractors can obtain at their yard the choicest grades of Italian, Tennessee and Vermont marble, or if desired can contract with them to have any marble work set in place at the most reasonable prices for superior workmanship.

Front steps of Georgia marble are so well known in this city that it seems almost unnecessary to remind our readers of the fact that this superior material will not freeze or crack. It is easily kept clean and wears like iron. If thinking of building a home, don't fail to inquire about Georgia marble and its cost before closing contract for steps, etc.

THE GRAFTON QUARRIES.

THE GRAFTON QUARRIES.—In the erection of all buildings the very first consideration to which the architect and builder gives their attention is to the securing of a good foundation.

•

SECURITY BUILDING ST. LOUIS

FEBODY STEARNS & PUEBER
ARCHITECTS

The Security Building.
Foundation Stone from Grafton Quarry Co.

No matter how elaborate or intricate the plan, or how ornate the elevation, or yet how grand and magnificent the decorations, if the foundations are not well and truly laid, and of good material, the whole edifice is liable to come to grief. Hence all careful and prudent architects and builders have deemed it of

the utmost importance to find some good material with which to build their foundations. A remarkable consensus of opinion among the architects of the city on this subject will be found by an examination of the specifications of all the largest and finest buildings erected here during the last twenty-five years, for all have specified either that the foundations should be built of GRAFTON STONE, or of stone "equal to Grafton stone," (thus acknowledging it as the standard), and in the latter case it will be found that ninety-nine cases out of one hundred Grafton stone has been used, for the simple reason that no other stone at all equal to it for that purpose has as yet been found that can be furnished here in competition with it as regards price. The difference in the value of a building with a thoroughly good foundation and one with a poor and insecure one, can scarcely be estimated, yet the additional cost where Grafton stone is used in preference to any other material available here is but nominal.

What has been said above with reference to the judgment of the architects applies with equal force to the engineers, as all of the principal bridges of the city in the Mill Creek valley and elsewhere are built upon foundations of Grafton stone. The main portions of the abutments and piers of the St. Louis Bridge (usually called the Eads Bridge), are built of Grafton stone, and the following extract from the report of Captain James B. Eads, its chief engineer, made to the directors of the bridge company in October, 1870, will be found interesting in this connection:

He says: "It is remarkably strong. Many tests of its compressive strength have been made in the company's testing machine, where its resistance has, in several instances, exceeded 17,000 pounds per square inch, which is equal to that of granite.

"A curious fact has been developed by these tests, which is, that the modulus of elasticity of this stone is about the same as that of wrought iron. That is, a given weight placed upon a wrought iron column and on a column of the Grafton stone of the same size, will produce an equal shortening in both; while



The Houser Building. Chas. K. Ramsey, Architect.
Foundation Stone from Grafton Quarry Co.

the elastic limit (or breaking point) of the stone is not far below the limit at which the wrought iron would be permanently shortened. A column of the stone two inches in diameter and eight inches long was shortened under compression in the testing machine nearly one quarter of an inch without fracturing it. When the strain was removed the piece recovered its original length."

We also append an analysis made by Professor Peatten in the geological survey of Illinois.

Professor Peatten's analysis of a specimen of Grafton stone is as follows:

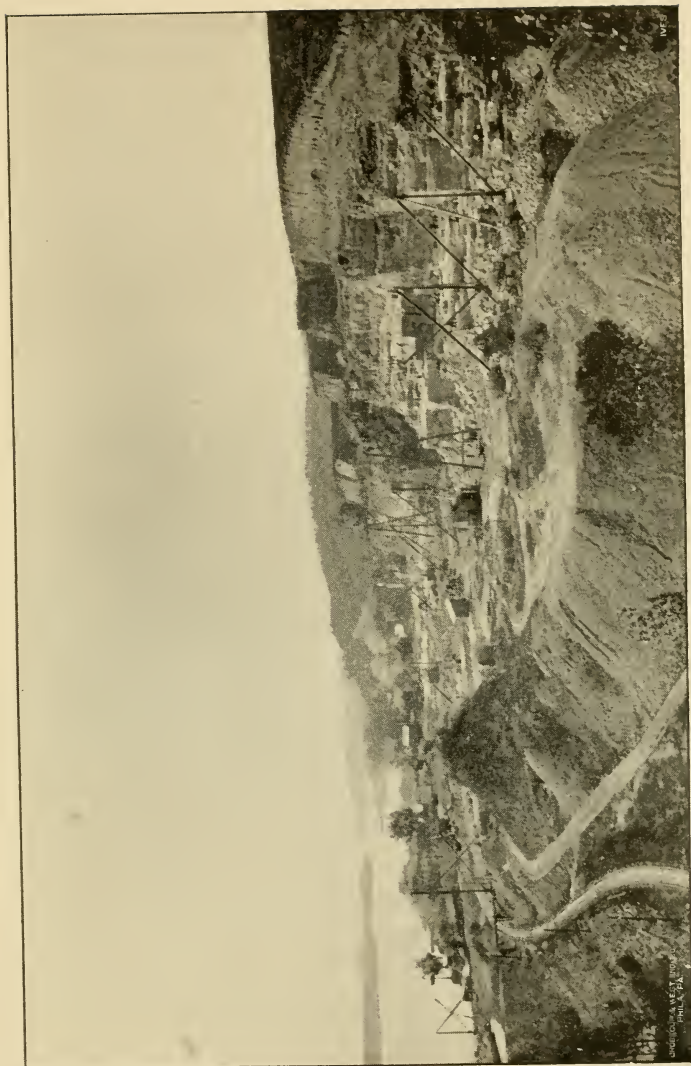
Insoluble matter.....	5.60
Carbonate of Lime.....	47.79
Iron and Alumina.....	1.40
Carbonate of Magnesia.	42.86
Water and loss.....	2.35=100

The masonry in the bridges over the Missouri River at St. Charles and Glasgow, and over the Mississippi River at Quincy are also of Grafton stone. Perhaps one of the severest practical tests of this stone is to be found in the walls of the settling basins of the St. Louis water works. As these immense basins are filled and emptied almost daily, there is a continual change from wet to dry at all seasons of the year, and under varying conditions of temperature, yet no appreciable effect is shown upon the exposed surfaces of the stone.

The company now operating these quarries, the "Grafton Quarry Co.," having its St. Louis office in the American Central Building, 415 Locust street, have from 250 to 300 men employed, and have on hand some large contracts for supplying this stone in the city during the present season.

Among the numerous prominent buildings and other structures in this city standing upon foundations of Grafton stone, we would mention the following:

Exposition Building, Carondelet Elevator, Elevator B, Merchants' Elevator, Union Depot Elevator, Valley Grain Elevator, Central Elevator, Mercantile Library, Barr's Building, Equit-



VIEW OF GRAFTON QUARRY.

This quarry has furnished the foundation stone for most of our large buildings.

ANDERSON & WEST, LTD.
PHILA., PA.

IVS

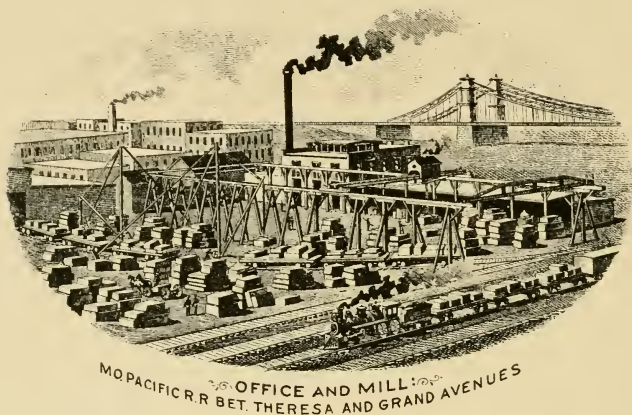
able Building, Lindell Hotel, Southern Hotel, Commercial Building, Laclede Building, Security Building, Odd Fellows' Hall, Fagin Building, Custom House, Liggett & Meyers, Meyers Tobacco Factory, Drummond's Tobacco Factory, Cupples' Warehouse, residence of Sam'l Cupples, Anheuser-Busch Brewery Buildings, Anheuser-Busch National Bank, Wm. J. Lemp's Brewery Buildings, Wainwright Brewery Buildings, Hyde Park Brewery, St. Louis Water Works, St. Louis Bridge, Boatmen's Bank Building, Excelsior Manufacturing Co., Grand Avenue Bridge, Jefferson Avenue Bridge, Twenty-first Street Bridge, Eighteenth Street Bridge, Fourteenth Street Bridge, Twelfth Street Bridge, River des Peres Bridge, Carondelet; Turner Hall, Union Avenue Bridge, Houser Building, Globe-Democrat Building, Republican Building, Merchants' Exchange, Electric Light and Power Co., Power House Fourth Street Cable, Two Power Houses Broadway Cable, Power House Olive Street Cable, Approaches to Merchants' Bridge, Bell Telephone Building, American Brewery, Allen Building, Eads' Building, Bremen Brewery, Wiggin's Transfer Co. Round House and Machine Shops, East St. Louis.

CUT STONE.

ST. LOUIS CUT STONE CO.—Edward J. Stamm, President; Peter A. Pickel, Secretary. Manufacturers cut stone, platforms, steps and engine beds, bond stones, sills, lintels and water tables, and dealers in all kind of sawed and rough stone. Office and mill: Mo. Pacific R. R., between Theresa and Grand avenues; telephone, 2463.

This is one of the largest concerns of the kind in the West, and their work is shown in such buildings as the Southern Hotel, Walnut, Elm, Fourth and Fifth streets; Exposition Building, Olive, Thirteenth and Fourteenth streets; National Bank of Commerce Building, Broadway and Olive streets; Odd Fellows' Hall Building, Ninth and Olive streets; Commercial Building, Sixth and Olive streets; Laclede Building, Fourth and Olive streets; Boatmen's Bank Building, Fourth and Washing-

ton avenue; Globe-Democrat Building, Sixth and Pine streets; Security Building, Fourth and Locust streets; Wainwright Building, Seventh and Chestnut streets; Board of Education



Building, Ninth and Locust streets; Equitable Building, Sixth and Locust streets; Gate Way at West Moreland Place and Union avenue; Gate Way at King's Highway and Portland Place; Wm. H. Thompson Building, Eighth and Christy avenue, and many others too numerous to mention.

Their yards are manned with all the modern appliances, and as they have the best facilities for freighting and switching, together with competent and skilled workmen, they are prepared to compete with anybody in this territory for work. It is managed by live men, whose word is as good as a bond, and work done under their direction is sure to be of the best.

STEAM HEATING.

ST. LOUIS STEAM HEATING AND VENTILATING COMPANY, 1917 Pine street.—It would seem as though this company had accomplished the great *desideratum* of the age, viz., the art of arranging a steam heating plant as to combine the greatest economy of coal with the largest amount of heat.

All the numerous contracts executed by them have given the

best of satisfaction, and Mr. John B. Hughes, the manager of the company, is always pleased to furnish plans and specifications for the heating of public buildings or private residences.

As an example of what this company can do, we would call your attention to a few of the many contracts completed by them in buildings in this city and elsewhere: Bank of Commerce, American Central, Mercantile Library, Laclede, Odd Fellows', Lionberger, Bell Telephone, Equitable, Cupples, Western Union Telegraph, Shaw's Garden; Hotel Eastman, Hot Springs, Ark.; Endicot Building, St. Paul; North Texas National Bank, Dallas; North Texas Insane Asylum, Terrell; Executive Mansion, Jefferson City.

ARCHITECTURAL IRON.

THE UNION IRON AND FOUNDRY CO., is the outgrowth of three of the most prominent architectural iron concerns in this city, and was organized some four years ago—in the fall of 1888.

Since that time, they have, by dint of the knowledge acquired by their long experience, together with their indomitable enterprise, risen to the foremost rank of building iron workers in this city; and as it is an acknowledged fact that St. Louis does the best work in this line in the West, they are consequently in the front row, from a national standpoint, and their work stands as silent but eloquent monuments of the truth of this proposition.

Among the numerous examples of their handicraft, we may mention the Tony Faust Building, Meyer Bros. Drug Company Building, Drey & Kahns Building, John E. Ligget Building and many others in this city, besides buildings in almost every prominent city in the West and South. They have even branched out as far as Old Mexico, a large contract in Monterey being just completed. Even the far-famed Metropolis of Chicago has invited their efforts, the result being the late completion of the large and beautiful Alhambra Block.

They are obliging to everybody and will be ready and willing to quote prices and furnish information in their line at any time.

The UNION IRON &

FOUNDRY

SECOND ST. BARRY ST. KOSCIUSKO ST. ST LOUIS.

ROOFING.

JOHN M. SELLERS, office, southeast corner Fourth and Market streets; factory, 613 Chouteau ave. Mr. Sellers has been established in business for nearly half a century, and during that time has roofed more buildings than any four in his line. It is a well-known legend that when Mr. Sellers puts on a roof it never leaks or wears out, so well does he "lay on" his jobs. It would take half of this book to enumerate all the buildings that he has worked on, but it will be well to mention a few in connection with this article. These are the Southern and Lindell hotels, Mercantile Library, *Globe-Democrat* and *Republican* Offices, Ligget & Meyers, Cupples, Laclede, Commercial, Odd Fellows' buildings, Missouri Railroad, Laclede, and other power houses, etc. Mr. Sellers keeps fully abreast of the times, and if there is anything new in *roofing* his customers get the benefit of it.

ORNAMENTAL GLASS MANUFACTURE.

ROBERT A. SCHLEGEL & BRO., Tenth street, southeast corner St. Charles street. This house has more different processes for the ornamentation of glass than any house in the West, and are constantly getting up new designs. A visit to their establishment will well repay those who contemplate building or ornamenting their houses. Their designs in fine art glass are unsurpassed, and they also manufacture bevelled, embossed, crystalized, ground and cut glass—both by sand blast and wheel cut process—in fact, glass suitable for every ornamental purpose. In their "crystallized" process they do some beautiful work a la "Jack Frost." They are the agents for the Jefferson Glass Co., of Washington, Pa., for cathedral, alligator and skylight glass. Jobbers and architects are invited to call. Catalogues and designs furnished on application.

STODDARD & DAVIS, Stained Glass and Decoration, 2014 Olive street. That St. Louis is rapidly coming to the front in art matters is a fact too well observed to need demonstration, and

in no other branch of artistic industry is this more apparent than in that of interior decoration.

With the advent of Stoddard & Davis in this work two years ago, a new impetus was given the movement, and it is safe to say that their work will compare favorably with that of any of the leading concerns of the East. The main thought in their work is a harmonious whole, and in striving for this end they take



entire charge of the interior decoration of the house, furnishing the stained glass, frescoing walls and ceilings, getting up special and suitable designs for furniture, and, in fact, do everything necessary to make an ideal home or church.

They have recently removed to new and elegant quarters on the corner of Sixteenth and Olive streets, where, as soon as the rush of business is over they will make such alterations as will make a most attractive studio for the display of their artistic creations.

PLASTERING.

STEPHEN O'CONNER, Plasterer. In reviewing the various building interests we must not forget the plasterer, and no more representative man can be found than Mr. Stephen O'Conner, who, for the past fifteen years, has accepted and faithfully executed a very large number of contracts. He is a great favorite with our leading architects, as they know they can always rely on his work being A 1 in every particular. He was one of the first members of the Mechanics' Exchange, and is now one of the board of directors and vice-president of that institution.

It would be impossible to name all the buildings on which he has contracts, but the Insane Department of the Poor House; the *Globe-Democrat* Building, Rosenheim Building, many schools and notable residences are monuments of his skill and labor.

ELECTRICAL SUPPLIES.

ED. J. COOKE ELECTRIC CO., 112 North Ninth Street. This was one of the first electric companies organized and incorporated in St. Louis, and is one of the most completely equipped and successful. They are dealers in and contractors for all kinds of electric bells, speaking tubes, gas lighting, arc and incandescent electric lighting, etc. Among the many houses fitted up by the Cooke Electric Co. we may mention the Brookings, Huse, Cochrane, and Stockton, Kennard's, McCreerey's, Chappell, and Kaufmann's residences; the College of Physicians and Surgeons, Fagin Building, Holy Communion Church.

Estimates furnished and contracts taken in city and country. Terms reasonable; satisfaction warranted in all cases.

Mr. Cooke first introduced electric door openers in St. Louis, and, in fact, everything new in the electric line is to be found at this establishment. All new electrical inventions are tested by them, and when found to be efficient are applied as occasion requires. Mr. Cooke is a practical electrician, and has perfected a system which can be applied when electrical lighting has been introduced. It is often desirable to have individual

lamps located at isolated points, and it is the especial object of this invention to so arrange the circuit connections that the lamps may be cut in or out at all times without in any way interfering with the other switch. To show what can be accomplished a board is shown in the office of the company, some 4x12 feet, which contains over a mile of wire, and illustrates perfectly the whole idea.

A. C. WOLFRAM, ELECTRICAL SUPPLIES.—In this age of modern improvements and electrical wonders one does not build a house unless it is provided with all the conveniences for electric lighting. To do this in the proper manner requires a man who thoroughly understands his business, so that there will be no hitch afterwards. Such a man is Mr. Wolfram who thoroughly knows what he is about and does his work well. There is no use electricity is put to in modern buildings and dwellings but what he does; such as lighting, bells, burglar alarms, etc. In addition to this he stands at the head of his business as a locksmith, safe repairer and safe opener; does all kinds of general blacksmithing, repairs light machinery, makes all sorts of iron work for builders, and keeps in stock sign irons, sharpens and repairs lawn mowers, and keeps in order electric work at so much per annum. All work promptly executed and guaranteed. Terms reasonable. Telephone, 896. Salesroom, 11 S. Eighth street.

PLUMBING.

FRED. ABEL & Co., dealers in Gas Fixtures, Plumbing, Sewering, Drain Laying, Steam and Gas Fitters, 909 North Sixth Street. Telephone 2720. This firm is composed of Frederick Abel and Oscar J. Gerhard, practical men of long and successful experience and exceptional skill. They make a specialty of scientific sanitary plumbing. Among the work performed by them are the residences of J. W. Kaufmann, Tony Faust, Ellis Wainwright, W. J. Lemp, Adolphus Busch, H. Liggett, Chas. McLure, H. J. Meyer, Aug. Gehner, M. Lammert, J. M. Hayes, Claus Veiths, Southern Hotel, Sam'l C. Cupples R. E.

A.C. WOLFRAM

ALL KINDS OF IRON WORK
KEPT IN STOCK
BUILDERS.

SPEAKING TUBES

GUARANTEED
ELECTRIC WORK
KEPT IN ORDER
BY THE YEAR

SAFES
REPAIRING
& OPENING.

ST. LOUIS, MO.

SHIMMING
GENERAL
J. H. SMITH & CO.
REPAIRING
OF LIGHT
MACHINERY

ELECTRIC BELL

ELECTRIC
WIRE
WITNESS
DETECTORS

LAWN
MOWERS
SHARPENED
AND
REPAIRED

TELEPHONE 896

Ass'n Buildings, etc. Gas fixtures, gas and steam fitting, and sewerage; gas fixtures refinished.

Estimates furnished on all work in their line. Work carefully, promptly and expeditiously executed. Repairing of defective plumbing and jobbing promptly attended to. Prices to suit the times. Satisfaction guaranteed.

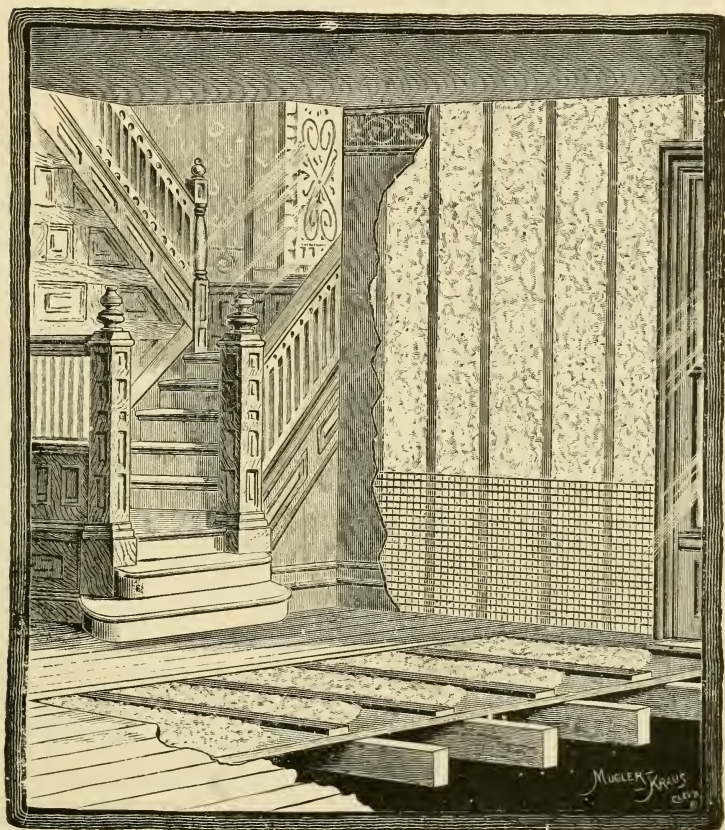
THOMAS CANTWELL, Practical Plumber and Expert, No. 1004 Olive street; telephone, 1412. For thirty-five years Mr. Cantwell has successfully conducted the plumbing business in this city, during which time he has fitted up some of its largest buildings. Some of the most notable are the Laclede, Bell Telephone, Rosenheim, Bernheimer, McKittrick, Miss. Valley Trust Co., Meyer Bros. Drug Co., and Gay Buildings, Howard's Hall, and the residences of Sam'l Kennard, W. H. Gregg, H. N. Davis, W. Goldstein, and many others. Mr. Cantwell's speciality is in remodeling the plumbing, drainage and ventilation of dwellings and buildings already erected. He personally superintends, and guarantees all work to conform to the latest Sanitary Laws and Ordinances.

E. TUMALTY & BROTHER, 805 Chestnut street.—This firm was established in 1873, and since that time they have done a large amount of superior work, and some of the largest jobs ever done in St. Louis. Some of their recent jobs were the Ligget & Meyer's Building, Meacham Arms Co's. Building, Sullivan Building, Seventh and Lucas; Dr. Mulhall's house, Ed. Wickham's residence, Vandeventer Place, etc. Messrs. Tumalty & Brother are "sanitary plumbers" in every sense of the word, they being practical men themselves, and fully informed as to every detail of their business. Persons who contemplate building or repairing or changing their plumbing, will do well to see them.

MINERAL WOOL.

THE WESTERN MINERAL WOOL Co., Office No. 118 Chestnut Street, Bailey Whipple, Superintendent, manufacturers of "Slag" Mineral Wool by the Cupola process, had its beginning

at Cleveland, Ohio, some ten years ago, and now has branches and agents at all the large cities of the country. The South-western branch is located at St. Louis, and their factory here is one of the most interesting and novel of all our industries. The best mineral wool is a product of blast-furnace slag or cinder. The slag is converted into a fibrous condition by the action of steam upon it while in a molten state. A full description of



An Interior, showing Mineral Wool in Floor and Walls behind Wire Lath.

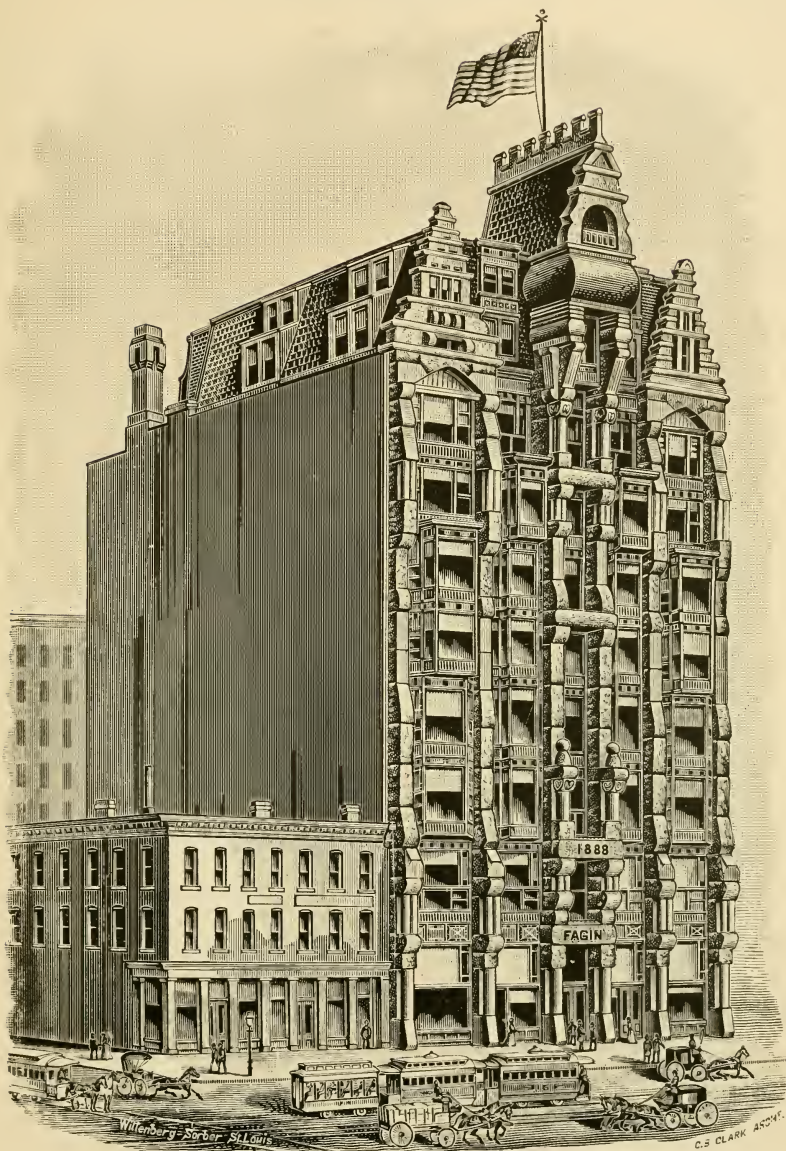
the methods of manufacture and of the uses of Mineral Wool can hardly be prefaced in the space allowed here. Samples and descriptive literature may be had free by application to the St. Louis office, 118 Chestnut street. Mineral Wool in bulk is chiefly used for semi-fireproofing and sound-proofing, and by packers, brewers and cold-storage people, as the best of all non-conductors of heat. This material is rapidly displacing all other non-conductors for purposes of cold storage insulation. Owing to its wonderful non-conducting, heat-resisting and indestructible properties, Mineral Wool, with the use of asbestos sheathing and duck is made into a sectional fireproof covering for steam pipes and boilers, which has no equal in the economy of its action. The quality of Mineral Wool as manufactured by this company is yearly being improved, and its cost is being reduced from time to time, owing to its decreased weight per cubic foot.

THE FAGIN BUILDING.—The structure erected by A. W. Fagin is one of the most massive, solidly and safely constructed, as well as noble in design, to be found in the country, and is a credit to its owner-désigner, as well as St. Louis itself.

It rises to a height of 152 feet, and the entire front from the ground up is composed of red polished granite and plate glass, and as will be seen from the accompanying engraving, is of modern, tasteful and noble design. In fact it is a triumph in the art architectural, and is one of the first objects to attract the attention and admiration of all who visit this popular and rapidly developing portion of the city.

The lower floor is divided into stores, some being already occupied, and the others will be divided to suit the tenant desiring to occupy them. They are light, roomy and elegant, while a more desirable location is not found in the city.

The upper floors are divided into offices, single or *en suite*, and are reached by means of ample stairways and two fine "Crane" elevators, while approved fire escapes are provided from every floor.



The A. W. Fagin Building.

This splendid office building of which every St. Louisan is proud, is not only new and unique in design, but has been built upon the most approved plans for insuring absolute safety against fire, being finished throughout with "fire proofing," and bound together by a perfect network of steel, while the whole structure rests upon broad and deep foundations of stone from the famous Grafton quarries.

Despite the enormous weight and size of the building, there has as yet been no visible signs of its settling at any point, and it is by the highest authority pronounced to be as safe as any in St. Louis or elsewhere.

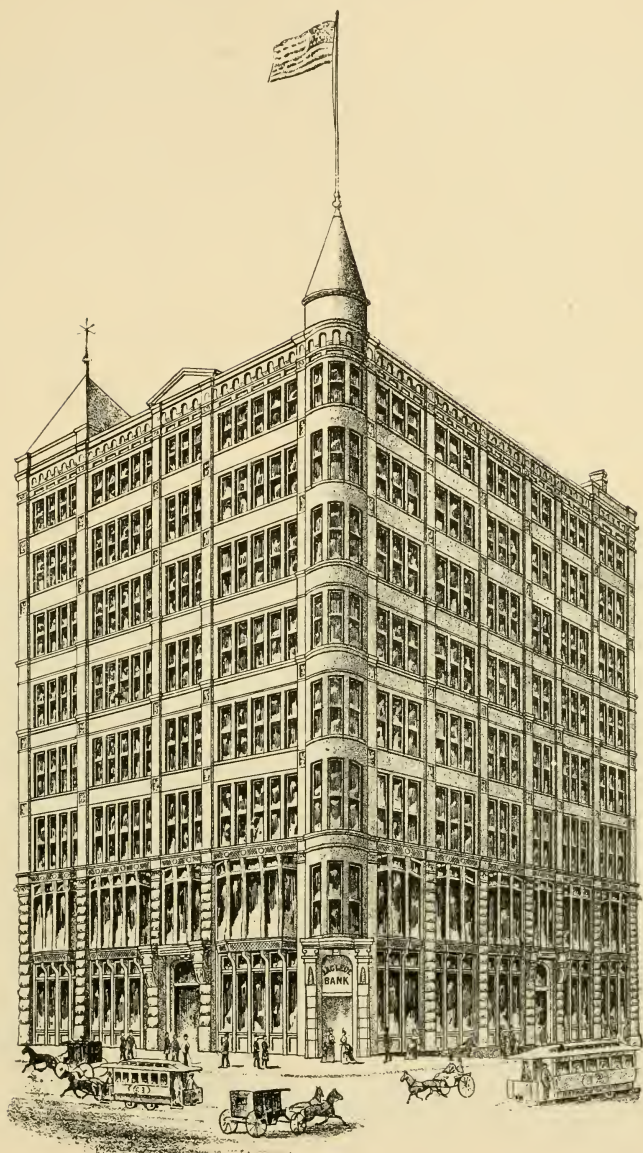
The officers of this company are: A. W. Fagin, President; R. L. Metcalfe, Vice-President, and Jas. W. Metcalfe, Secretary and Cashier.

For nearly one-half a century Mr. A. W. Fagin has been a prominent figure in financial and social circles in this city, and the above is only one of the munuments of his progress and enterprise found here.

CONTRACTORS AND BUILDERS.

SAMUEL H. HOFFMAN, whose office is at 216 North Eighth street, is one of St. Louis' largest contractors and builders. It is enough to call attention to the Liggett & Myers Building, that occupies a whole block on Washington avenue, between Tenth and Eleventh streets, and is the largest building but one and the most substantial structure in the city. He is now completing the new *Globe-Democrat* building on the corner of Sixth and Pine streets, a contract for its entire construction which he secured over all others, he bidding against the East and Chicago. Mr. Hoffman is a young man of undoubted integrity and energy, and if he did nothing else the two buildings which he built are sufficient evidence of his ability.

F. C. BONSAK, Contractor and Builder, Telephone Building, Tenth and Olive streets. Mr. Bonsack has just completed the building, where he has his office, for the Telephone Company, and it is one of the most complete office buildings in the



The Laclede Building. Foundation Stone Grafton Quarry Co. L. Cass Miller, Architect.

city. The entire outfit was designed and built by him, and delivered into the hands of the Telephone Company without them coming in contact with any one but him, this is a modern feature in construction and does away with the bother of making estimates with a dozen or more mechanics. Mr. Bonsack has erected a large number of buildings and warehouses in the city, and is at present engaged on the plan of a large manufacturing plant in the northern part of the city.

J. W. BARNES & Co. These well-known contractors and builders have been in business here for the past twenty-seven years, during which time they have erected some of our most



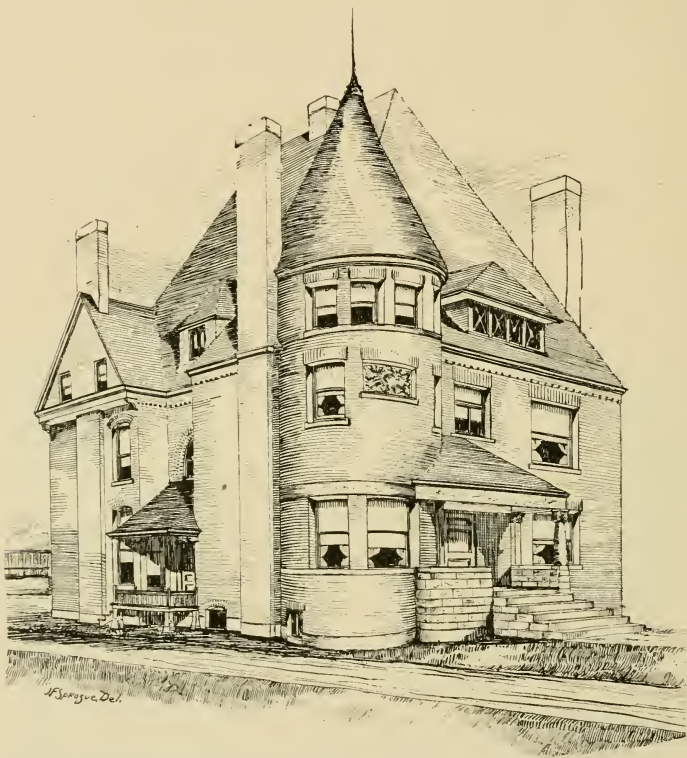
Fox Building

substantial buildings and handsome residences and flats—some of which are the Greely-Burnham Grocery, Fox, and Armory Buildings, the flats of F. A. Drew, corner of Lindell and Grand avenues, and those of Mrs. E. C. Aldrich in Windsor Place, and the residences of Mrs. A. L. Palmer, 4355 Page avenue, Robert Johnson, west of Pendleton avenue, on Page avenue, and Mrs. M. S. Cowan, on Washington avenue, west of Sarah street. Messrs. J. W. Barnes & Co., pride themselves on their “good work,” preferring rather to lose a job than compete with irresponsible parties, they holding their own in quality and quantity of work. The firm is composed of father and son, J. W. & E. C. Barnes, and their office is at 210 North Seventh street. They are now building a fine residence in Westminster Place for Mr. Phelps, of Merrick, Walsh & Phelps, and other residences throughout the city.

MILBURN & RICH, Contractors and Builders, American Central Building, northeast corner of Broadway and Locust. This firm, one of the most extensive builders in the city, have given to us some of our most ornamental and substantial structures. They built the Second Baptist Church, car houses for the Missouri and Laclede Railways, the American Central Building, the dry goods house of Crow, Hargadine & Co., Nugent’s store on Broadway, and many other buildings and elevators. Their specialty are warehouses and heavy buildings. One of the features of this concern is the rapidity of their construction, parties giving them their work do not have to wait forever to occupy them, as they handle their help and material so well that their houses go up like magic.

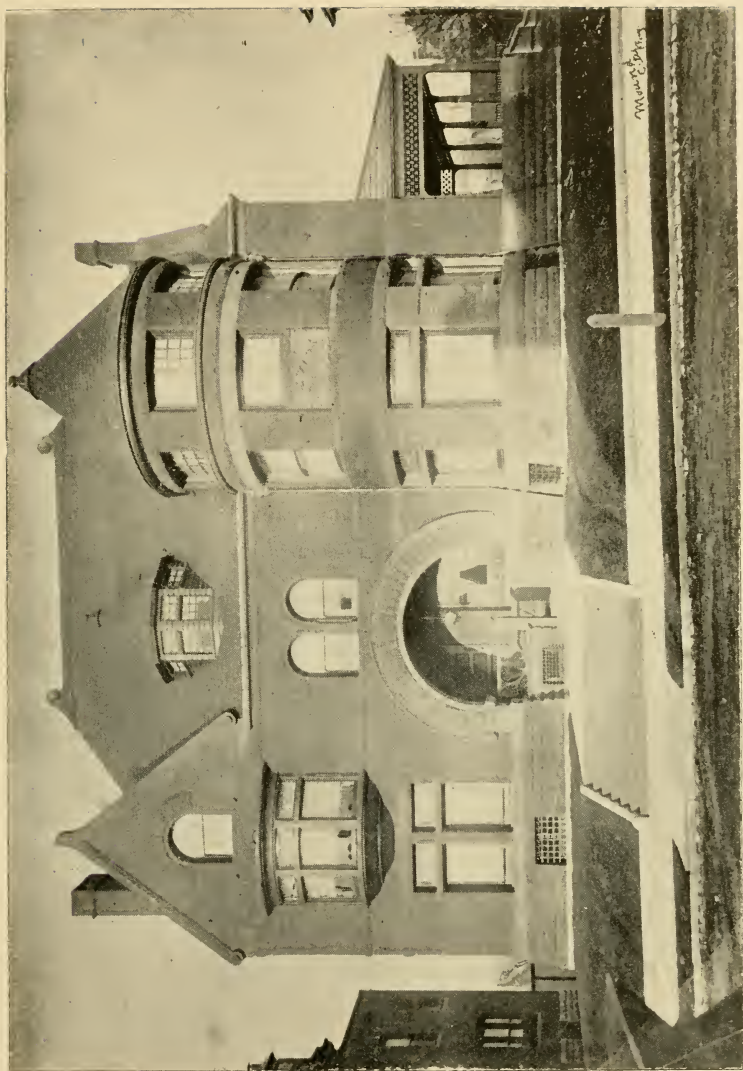
J. B. LA BARGE & Co., 608 S. Sixth street; successors to Thos. Gugerty, Contractors and Builders. Mr. J. B. La Barge, the senior partner, is one of the brightest and best known of St. Louis’ young business men, a native of this city, and a descendant of the famous pioneer family, whose name he bears. No young man stands higher in business and social circles, and he is universally popular with all classes. He is prominently con-

nected with various benevolent orders, and is accounted "a worker" in everything he undertakes. Honest, pushing and progressive, he is just the man to successfully continue and greatly increase the business established by his father-in-law,



Residence of Hubertus Schotten. Grable & Weber, Architects. Jos. LaBarge & Co., Builders.

the late Thos. Gugerty, who ranked among the most successful and extensive builders in St. Louis. Capable and conscientious and possessed of capital, Mr. La Barge can afford to offer inducements that cannot be surpassed by any man or firm in his business.



Residence of Claude Kilpatrick, Delmar Avenue.

R. P. McCLURE, Contractor and Builder, 907 Chestnut street, stands in the front rank of his profession. Experienced, reliable and successful. Estimates, plans and specifications furnished for buildings in any part of the country. Here are some of his buildings: Jos. Schnaider, warehouse; Grand avenue Presbyterian Church, Union Methodist Episcopal Church, Rosenheim-Levis Building, Burrell-Comstock Building, Exposition Building, Missouri Malleable Iron Works, Smith-Beggs-Rankin Foundry; Grand Opera House, Memphis; Vendome Hotel, Nashville; Boyd's New Theater, Omaha; Standard Theater, New York.

Mr. McClure needs no endorsement or recommendation; his business record and his work have given him a national reputation.

T. J. WARD, Contractor and Builder of Brick Work, 506 Olive street, room 18, Lucas Building. Mr. Ward is the builder of the palatial Commercial Building, one of the most magnificent specimens of brick work to be seen in this city of handsome structures. Besides being a prominent and successful business man, he is a public spirited citizen, popular, pushing and progressive, and is now serving his fellow citizens as President of the House of Delegates, a position to which he was chosen almost unanimously by his colleagues. St. Louis is indeed to be congratulated when men of Mr. Ward's caliber, reputation and active business habits can be persuaded to accept official position. No man is more popular or more deserving of the recognition bestowed upon him.

Notwithstanding his conscientious devotion to his public duties, Mr. Ward attends closely to his private business and is prepared to furnish estimates and take contracts for brick work and the erection of buildings in any part of the city or country.

All orders will receive prompt and perfect attention. Call on or address him as above.

UNITED STATES OFFICIALS AT ST. LOUIS.

COL. JAMES O. CHURCHILL.—Since the law establishing St. Louis as a Port of Entry went into effect, there has been twenty-one surveyors of the port. The first surveyor was John Smith, appointed August 27, 1831, and the last appointment was Col. Churchill, the present incumbent, who assumed the duties of the office on April 4, 1889. He has made an able and efficient officer, discharging his responsible duties with fidelity to the government and satisfaction to the people. As he is well known to our people, and exceedingly popular with all classes, no personal sketch is needed in this connection. During 1890 the amount of all kinds of merchandise imported into St. Louis had a foreign value of \$3,772,229.60, upon which the duty was \$1,359,010.96; showing an increase over 1889 of \$523,039.60 in the value of merchandise, and \$146,308.29 in customs receipts. As evidencing the increase of business at the Custom House, it may be stated that import duties received thirty years ago, in 1861, was only \$14,425.15.

COL. L. B. METCALF.—This gentleman holds the difficult and responsible position of U. S. Appraiser at the Port of St. Louis. Under the direction of the Secretary of the Treasury he determines the value of foreign goods, interprets the tariff laws, and assesses the rates of duty, upon which the surveyor makes his collections. Col. Metcalf was appointed in October, 1889, and, having formerly held the position, he was well equipped to discharge its duties. He is well known in the public affairs of St. Louis. During the war he served his country with distinction. He also served two terms in Congress; has been an able member of the City Council, and held other offices of trust and

responsibility, in all of which he exercised great judgment and faithfully represented the interests of his constituents. Personally, Col. Metcalf is exceedingly popular, and was never defeated before the people with a free vote and a fair count. Only once he was counted out, and hundreds even of his Democratic friends repudiated the injustice.

He makes an admirable appraiser.

COL. JOHN F. WENNEKER.—On the 11th of November, 1889, Col. Wenneker received the appointment of Internal Revenue Collector for the St. Louis district. In that appointment his personal popularity, ability and well-established character for integrity triumphed over a strong and powerful influence. It showed

the strength of his hold upon the favor of the people, which had been several times tested in his elevations to responsible office. He was born in St. Louis, and has won his way to prominence through his own efforts. Being under 40 years of age he is now in the prime of a vigorous manhood, and may reasonably look forward to a career of honor. The office of Internal Revenue Collector for the St. Louis district is one of



Col. L. B. Metcalf.

the largest and most important in the United States. The collections made from the time he took charge of the office, on the 11th of November, 1889, to the 31st of May, 1891, were as follows: On lists, \$12,706.12; beer stamps, \$2,501,089.95; spirits stamps, \$2,499,086.70; cigars and cigarette stamps, \$335,603.31; snuff stamps, \$3,630.22; tobacco stamps, \$5,787,259.28; special stamp tax, \$183,151.89; making a grand total of \$11,222,742.85.



Col. John F. Wenneker.

MAJOR J. B. HARLOW. — No other office in the United States is so directly and nearly connected with all classes of people as that of Postmaster, and when the President appointed Major Harlow, on the 3d of February, 1890, to the position of Postmaster at St. Louis, he reflected the judgment of a

larger number of citizens than he could have done by the appointment of any other of the many popular men in St. Louis. Major Harlow had not only served with honor in the late war, but he had the experience of many years at the head of one of the departments in the St. Louis Post Office. During his brief administration of the office he has made several important reforms, and

is constantly striving to advance the receipts and delivery of mail matter. In 1890 the revenue derived from the sale of postage stamps was \$1,198,361.23, showing an increase over 1889 of 12.37 per cent. The weight of mail received, distributed and dispatched in 1890 was 11,460,628 pounds, showing increase over previous year of 1,383,542 pounds. Pieces of mail matter delivered and collected by carriers was 97,073,566; increase over previous year of 17,028,841 pieces. The registered mail received and delivered was 1,683,588 pieces, the increase over 1889 being 28,085 pieces. The number of letters received and delivered was 3,333,126. For the current year ending June 30th, 1889, the total receipts of the office amounted to \$1,004,971.56. Total



Hon. Geo. D. Reynolds.

expenses \$408,837.92. Increase over year preceeding \$74,001.21. The increase of receipts in 1890 over that of 1889 were \$133,233.83. In 1891 the receipts increased \$76,642.26. These brief statements show at a glance the magnitude of the business connected with our Post Office.

HON. GEORGE D. REYNOLDS.—The office of United States Attorney for the Eastern District of Missouri is one of great

responsibility and importance. No more fitting appointment to that position has been made for years than that of Hon. Geo. D. Reynolds, who was commissioned on the 10th of May, 1889. He is a ripe scholar, a true gentleman, and an eminent lawyer. Long before his appointment to that position he had won distinction at the St. Louis bar, and was unchallenged in the front rank of his profession. In the discharge of his duties he is able and resolute, but never oppressive. He recognizes the rights of the citizen while he obeys the demands of the government. Few men are so ably equipped for that important office.



ST. LOUIS COTTON MARKET.

Twenty years ago there existed no organized encouragement for the development of the cotton trade centering at this great interior city. While a moderate amount of that staple was handled by our merchants and factors, it was conceded as a matter of course that no inland city could compete with the seaboard as an important cotton market. About that time, however, a few progressive and substantial dealers were agitating the subject of a cotton exchange. They could clearly foresee a great future for that trade in this city, and in view of its benefits to the general trade the establishment of an exchange became an accomplished fact. From that time onward the question of a permanent and advantageous cotton market at this point was solved.

The rapid increase of cotton receipts fully tested the wisdom of the undertaking. The wholesale trade of the city felt the immediate results, as it is shown that at least 33 1-3 per cent. of the value of cotton marketed in this city is exchanged for goods distributed throughout the tributary cotton producing territory. An important addition to our unexampled railway facilities was projected and completed in the construction of the "Cotton Belt" system, which extends a distance of about 1,400 miles through the finest cotton producing belts in the world.

In conjunction with our vast railway systems St. Louis enjoys the exceptional transportation advantages of the grandest system of waterways upon the globe. The employment of these great commercial forces has built up a cotton market at St. Louis that rivals the advantages of the seaboard, both in prices and ship-

ping facilities. The growth of the cotton trade is shown to have been as rapid and profitable as that of any other interest in this city. While it has broadened our commerce, it has at the same time concentrated an immense additional trade at this point.

In 1874-75 the gross receipts of cotton at this market were only 133,969 bales, while the total net receipts were 94,290 bales. Ten years later, 1884-85, the gross receipts rose to 291,056 bales, and the net receipts to 187,744 bales. In 1889-90, the current year's operations covered a total of 538,910 bales; of that amount our merchants and factors handled 227,087 bales. The sources of supply were as follows: From Arkansas, 312,348 bales; from Texas, 122,684 bales, and from the territory east of the Mississippi River, 81,500 bales.

During that year the shipments amounted to 535,694 bales, of which 147,252 bales were shipped to the markets of Europe, and the remainder, excepting about 15,000 bales to Canada, to domestic points of consumption. The average weight was $510\frac{1}{2}$ lbs. per bale, and prices ranged from $9\frac{1}{2}$ to $11\frac{7}{8}$ cents per pound.

The present current year, ending September 1st, is highly encouraging; the receipts having already reached, on the 1st of May, over 300,000 bales, while during the same period last year they amounted to 229,713 bales, showing an increase of over 70,000 bales. By September 1st it is anticipated that over 15,000 bales will be added, making the total net receipts about 316,000 bales. The largest cotton crop ever raised in this country was produced last year, while the estimates for the present year will exceed 8,000,000 bales; the State of Texas alone promising 2,000,000 bales of that amount. The growing cotton was never in better condition or more thoroughly cultivated, as the planters are striving to make up in quantity what may be lost in low prices.

Large quantities of cotton are also compressed in St. Louis, the facilities for that purpose being ample. The three compresses have a total capital of \$625,000, with a capacity for

compressing 6,000 bales per day, and a storage capacity for 240,000 bales. The amount compressed in 1890 was 231,288 bales. With all of these superior advantages the time is not far distant when a million bales of cotton will be handled annually in this market.

SENDER & Co., Cotton Factors and Commission Merchants, corner of Third and Walnut streets. In 1864 this widely known and reliable cotton house was established. The members of the firm came to St. Louis from the South, with a large experience and abundant capital. For a period of twenty-seven years that firm has ranked among the leading merchants in the city in successfully handling large quantities of cotton, wool, hides, etc., on commission. Mr. Wm. M. Senter and Mr. W. T. Wilkins compose the firm. Their facilities embrace an extensive correspondence in all of the leading markets of this country and Europe, and with an ample active capital for making liberal advances upon consignments to them, they can offer the highest advantages to shippers. That house adds strength to the already well-established character of St. Louis merchants.

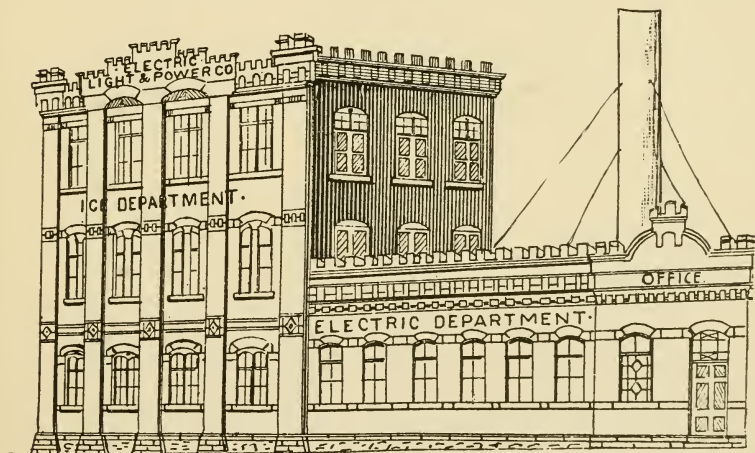
SOUTH ST. LOUIS.

CARONDELET ELECTRIC LIGHT AND POWER CO.

This new company is another evidence of the enterprise of its public spirited officers, directors and owners to improve the extreme southern end of the city, formerly known as Carondelet.

The building, as represented in the cut above, is an elegant three-story stone and brick structure, fronting 100 feet on the south line of Krauss street, by 125 feet on the east line of the St. L., I. M. & S. R. R. Co., in city block 3008.

The exorbitant charge of \$2.50 per 1,000 feet for gas by the Carondelet Gas Light Co., while the rest of the city was paying



Carondelet Electric Light and Power Co.

\$1.25 per 1,000 feet, caused a protest to be entered, to which no attention was paid by the gas company. The rebellion against the gas company led to the organization of the Electric

Company on January 7, 1891. Its incorporators and sole owners are the Hon. F. W. Mott, O. A. Haynes, John Krauss, R. J. Kilpatrick and Wm. H. Hallett.

The company adopted the Thomson-Houston system with all its latest improvements, and are now ready to furnish all the commercial lighting required by the business houses and residences, as well as much of the public lighting of streets, and furnishing power for manufacturing purposes by August 15th, 1891, in the territory south of Keokuk street. In connection with the electric system the company has, under the same roof, one of the best ice plants in the city, with a daily capacity of forty tons, the entire machinery for which was constructed by the South St. Louis Foundry. The capital of the company is \$100,000, and the officers are John Krauss, President; O. A. Haynes, Vice-President and Business Manager; F. W. Mott, Secretary and R. J. Kilpatrick, Treasurer.

JOHN KRAUSS.

In the space allotted only the briefest kind of mention can be made of the leading events in the life of a busy man. In this particular case enough material could be obtained to make an interesting book concerning the brilliant record and successful business career of John Krauss. His name is a financial tower, together with an unblemished reputation. He made his money by business sagacity and confidence in his judgment, both of which turned out as he expected. His accumulations also helped others; thus he has benefitted his friends and associates as well as himself. He was born in 1833, at Graefensteinberg, Mittelfranken, Bavaria, and when he finished his apprenticeship as a blacksmith, under the tutorship of his brother, he decided, at the age of 18, to come to the United States to hew out a fortune. In 1854 he came to St. Louis, three years thereafter he located in Carondelet, and has remained there ever since. In 1867 he abandoned the wielding of the hammer and started in as a boniface. From that time dates his successes in various business enterprises in which he embarked or assisted in putting into



OFFICERS OF THE CARONDELET ELECTRIC LIGHT AND POWER CO.

flourishing condition, the principal one being the Klausmann Brewery, which he lifted from the creditor's grasp and turned into a grand paying institution. This required keen foresight and nerve. Its output now is twenty times as large as when he took hold of it. Several of Carondelet's business institutions would have failed had he not come to the rescue with his money and experience. He is President of the Druid's Hall Association, of the Carondelet Flour Mill Co., Carondelet Bank, the South End Building and Loan Association, the Carondelet Electric Light and Power Co., and a large stockholder in many other enterprises. He is an easy-going, affable and approachable gentleman, and although busy, still finds time to give audience to any one who desires to see him. It is needless to state that he is popular not only in Carondelet but throughout the West.

F. W. MOTT,

Who conceived the organization of the Carondelet Electric Light and Power Co., of which he is Secretary, is considered one of the most active, energetic and progressive business men in St. Louis, always full of schemes to build up his end of the city, and tireless in pushing his enterprises through, in which he rarely fails to succeed. In appearance he is below the medium height, but well proportioned. He is a decided brunette and a full dark beard covers his entire face. He is always pleasant, full of delicate tact, and makes friends rapidly, and has a way of bringing together and uniting kindred elements in society and business and working them up to a pitch of enthusiasm that forces any enterprise in hand to a success. He was born in the City of New York, December 2d, 1849, of German parents. Came to St. Louis alone at the age of 15. Worked during summer to earn enough to attend the St. Louis High School, which he had to quit during the graduating year because his small means gave out, when he began work in an insurance office. He was twice elected to the State Legislature from the 1st District, serving from 1878 to 1882, during which time he

brought the bill through which enabled the Southern Electric Street Railway, of which he was vice-president and manager, to finish and operate its tracks to Sixth and Market streets. In 1884 he was a delegate to the National Republican Convention, and from 1883 to 1887 was Water Rates Commissioner of St. Louis, his appointment being the means of breaking the celebrated dead lock in the City Council. From 1878 to 1888 he was Secretary of the State Republican Committee, since which time he has devoted his time to the real estate business with his partner, Mr. Chas. Bruno, in developing the southern part of the city. He organized and is Secretary of the South End Building Association, President of the Board of Trustees of the Carondelet Presbyterian Church, of which he is a member, and holds high office in the Grand Lodge of Masons in Missouri, besides being an officer in several business corporations.

W. H. HALLETT.

Amongst the young men who have contributed to make South St. Louis what it is Mr. W. H. Hallett stands in quite a conspicuous light. Commencing as secretary in one of the departments of the Iron Mountain Railroad he has worked himself up by push and happy faculty of pleasing all those with whom he has dealings. Mr. Hallett is now in the lumber business and runs a number of saw mills in Arkansas. Having an eye to anything that will promote the growth of St. Louis, he has invested largely in the new Electric Light and Power Co., which has just commenced business. A vignette of him will be found facing the article on Carondelet. In addition to his business he was one of the organizers of the Montrose Placer Mining Co. Mr. Hallett is married, he has a beautiful ranch in New Mexico, to which he retires once in a while to recuperate. His office in the city is at room 45, Gay Building.

O. A. HAYNES.

The subject of this sketch was born in Colerain, Mass., on August 31st, 1827. At the age of 16 he went to Chicopee, Mass.,

and worked in a cotton mill at that place, for a time holding the position of second overseer. He then went to work at Ames' Machine Shop, serving his apprenticeship of three years and leaving the trade of machinist. From there he went to Springfield, Mass., and worked in the U. S. Armory at that place. He then came west, going first to Chicago in 1847, taking a position with the McCormack Reaper Co., where he remained for about a year, and then came to St. Louis, going to work for Gaty, McCune & Co., with whom he remained until May, 1852.

At that time his health failed him and he went back East, remaining idle about a year, when he took the position of general foreman in the locomotive works of Blanchard & Kimball, at Springfield, Mass., during which time he was married. In the winter of 1854-55 he assisted in constructing the Providence & Bristol R. R., and in January, 1856, went to northern New York, transporting and setting up the engines for the Rome, Watertown & Ogdensburg R. R., with which road he remained till 1869, afterwards went to Oneida, N. Y., for the Midland R. R., and then to Oswego, N. Y., as general foreman of the machine shop for the same company. In 1871 he returned to St. Louis, Mo., as master mechanic of the St. Louis, Iron Mountain & Southern Ry., going to Texas, in 1882, as superintendent of machinery for Gould's Southwest system, consisting of the St. L., I. M. & S. Ry., T. & P. Ry., I. & G. N. Ry., and the M., K. & T. Ry., south of Muskogee. In 1885 he came back to St. Louis as general inspector of locomotives, cars and machinery for the Gould system, which position he held until January 1st, 1888, at which time the office was abolished. He was then agent for the Missouri Car and Foundry Co.'s car wheels until he assumed charge of the Carondelet Electric Light and Power Co.'s plant, early in the present year, as business manager.

ROBERT J. KILPATRICK,

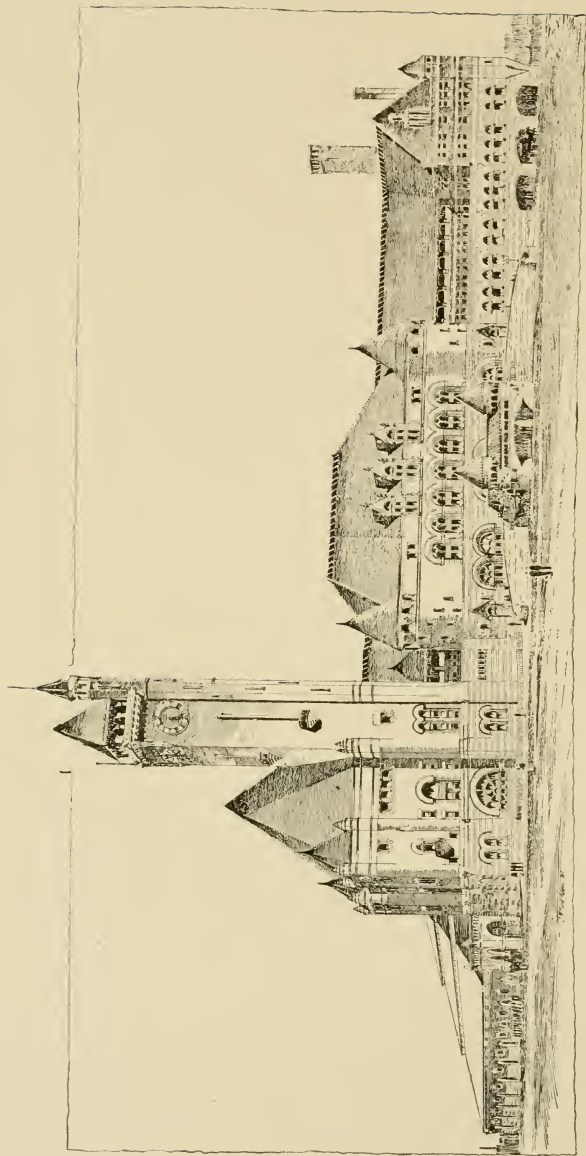
President of the N. A. S. E. whose vignette appears in the front of the article in Carondelet, was born in the north of Ireland, and came to the United States in 1848. After receiving

a public school education he served an apprenticeship in a machine shop, and thoroughly learned the business. On the breaking out of the war he went to New Orleans and was appointed engineer on the Steamer Carondelet, after the capture of New Orleans he served in the same capacity on the Morgan, Florida and Selma, on which he was captured by Farragut's forces. After his release from prison he went to New York and secured employment in the Delemater Iron Works, its superintendent finding him thoroughly competent detailed him as chief engineer of the Ariadne, from which he was transferred to the Eagle, on which he served till the fall of 1865, to the entire satisfaction of his employer. His next service was in Baltimore on the river steamers Florence, Magnolia and Victory; from Baltimore he removed to St. Louis and served in the Collier White Lead Works; till his health failed. He finally became connected with the South St. Louis Foundry, and from his experience and practical knowledge of the business, and skill and thrift, has built up an immense shop covering a block of ground. He is President and chief owner of the South St. Louis Foundry, which constructed all the machinery for the Carondelet Electric Light and Power Co.; as well as its ice plant.

Mr. Kilpatrick joined the N. A. S. E. in 1883, and in the Convention of 1884 was elected Vice-President, and was re-elected in 1884, and at St. Louis was elected President. Mr. Kilpatrick is a member of the South St. Louis No. 3, Mo.

Mr. Kilpatrick is a man who has made his mark in the world by perseverance and attention to the services confided to him, he has a hoist of friends who all recognize his integrity, good habits and sterling qualities.

SOUTHERN COMMERCIAL AND SAVINGS BANK with \$100,000 cash capital paid in, was incorporated last week and succeeds the private banking firm of Krauss, Quickley & Co. The stockholders of the bank are mainly members of the old firm. The flattering success they received as a private bank, induced them to incorporate as above, thereby assuring our citizens per-



Theodore C. Link, Architect

THE NEW UNION DEPOT.

Estimated Cost, \$1,000,000.

manent and the best of banking facilities. The officers are as follows: John Krauss, President; S. P. Andrews, Vice-President, and W. Frank Street, Cashier.

CARONDELET.

The cut on the opposite page illustrates one of the streets in Carondelet now growing into a favorite residence locality. Property around that location, which could be bought four years ago for from \$4.00 to \$5 00 a foot, is now being sold at \$18.00, showing a remarkable rise of property in this portion of the city. That portion of Carondelet bounded by Virginia avenue on the east, Carondelet Park on the west, and Kansas street and Loughborough avenue on the north and south, is the location of choice residence property which will rapidly improve in value. The greater portion of this district is now supplied with gas, water and sewerage (both natural and artificial), and the new electric light plant about to be completed will add material value to the property by providing the most modern means of illumination. This portion of Carondelet is about eighty feet above the river, and has at the western extremity the third park in size in the city. This park of 280 acres, which as before stated, is the third in size in the city, is the first in beauty of its natural scenery, not excepting Tower Grove and Forest Parks, both of which must be classed as more or less artificial.

Why should people go out to the western suburbs, where there are no city improvements, and only a few trains a day to rely on to get into the city, where property is sold at from \$6.00 to \$15.00 and \$18.00 a foot, where they must *face* the sun on their way to the city in the morning and on their way home at night, where they have no police protection or fire department, when property in Carondelet, with all the improvements mentioned, with two steam railroads and an electric street railway, and with a branch of the public library, can be had at the same prices on choice residence streets and at from \$20.00 to \$30.00 on the two main residence thoroughfares?

Heretofore the large iron industries, blast furnaces, etc., in



Sixth Street (proposed Massachusetts Avenue) looking north from Haven Street, Carondelet.

Carondelet, have filled that suburb with an undesirable class of inhabitants, and contrary to expectation, when these places were closed, and some of them wrecked, property in the entire suburb immediately advanced in price. The new electric light plant, with its cheap and clean fuel, will undoubtedly fill up the portions vacated by these furnaces with small factories, employing, not hoodlums, but intelligent operators, who will be a benefit instead of a detriment to the community, and will inhabit that portion of Carondelet formerly known as the "Patch."

A daily glance at the list of burial permits in the papers will show how small is the proportion of deaths in the South End, and the healthfulness of this locality will be vouched for by the physicians and the Board of Health. The Carondelet Improvement Association, organized last winter, is doing a very effective work in the way of inducing the authorities to repair and reconstruct streets and alleys in the South End, and to keep them clean and in good order, thus adding not only to the comfort of our citizens, but to the public health.

For any further information about this suburb, address

WM. B. LANGE,

6827 S. Broadway.

Real Estate and Insurance Agent.

EAST ST. LOUIS, ILL.

East St. Louis has a population of 25,000 people. Take in Madison, Venice, Brooklyn and East Carondelet, all suburban East St. Louis, there will be an established population of 31,500. There is no place in the world more prosperous than East St. Louis to-day, or is there another locality on any continent where there is a livelier or more beneficial interchange of realty than now exists in East St. Louis and St. Louis. This healthy and eminently satisfactory condition of affairs, while somewhat tardy in developing, was finally established by an evolution of ideas and the recognition by the outside world of the accumulative sources of East St. Louis riches. Hence, splendidly elevated streets have been built and are building all over the city; sewerage has been provided for, viaducts constructed, and all other necessities of a growing city complied with in an ample way. Thus, since the beginning of the new era, manufactories find it cheaper and more convenient to operate here than elsewhere—where coal is only 75 cents per ton, found in inexhaustible quantities. Churches and schools of architectural beauty abound under educated and systematized direction, business men are prosperous, and the citizens are protected by an efficient city administration. To the present municipal administration East St. Louis is primarily indebted for her clean-cut progression towards the brilliant climax soon to be attained; also much, very much, of her indebtedness is due to several staunch, brainy and intrepid gentlemen, who took hold of the realty end of the city, with odds apparently against them, and

landed it and themselves safe and sound at the successful turning point with the plaudits and esteem of the people. Thus, in a few years the population of this constantly growing metropolis was trebled, and the old regime wiped out of existence forever by that determination and pluck which men are accustomed to use in the building up of populous and well-governed cities. Naturally, there is no place known to man better located or so wonderfully equipped to respond to the energies of men as is East St. Louis, being almost the center of a population of 65,000,000 people, lying on the bank of the great Mississippi River, with access to 23,000 miles of river navigation, and surrounded and above immense coal and iron deposits that will supply the demand of ages. It is easy to see that nature did its part well, and it is readily shown also that man hasn't been idle. There are now nineteen trunk line railroad systems coming into East St. Louis, radiating in all directions; a full half hundred factories are located here already, with the assurance of many more to come, while three large ones are now under construction. The second largest stock yards in America are in East St. Louis, doing a business of \$40,000,000 annually; over \$10,000,000 worth of merchandise was handled in 1890; several thousand people cross the river every night because of insufficient accommodations: six hundred dwelling houses are the required supply to meet the demand; there are 12,000 operatives employed at this time, which number will soon be increased; and, withal, East St. Louis is in the midst of a superbly fertile agricultural region. Hardwood timber is abundant, and only a few miles away great beds of lead, zinc, and copper are located.

NEW FACTORIES.

THE MALLEABLE IRON WORKS, a mammoth concern, which will employ 2,000 men is now under construction, and will be completed by fall; the sites for glass and steel post factories have been chosen and will soon be under construction, and a big iron mill syndicate is only waiting to decide on the particular locality to plant another factory before breaking ground. The

steel works are just completed, making a grand sum total of over \$1,000,000 to be expended in manufacturing industries in the next twelve months.

ELECTRIC CAR LINES.

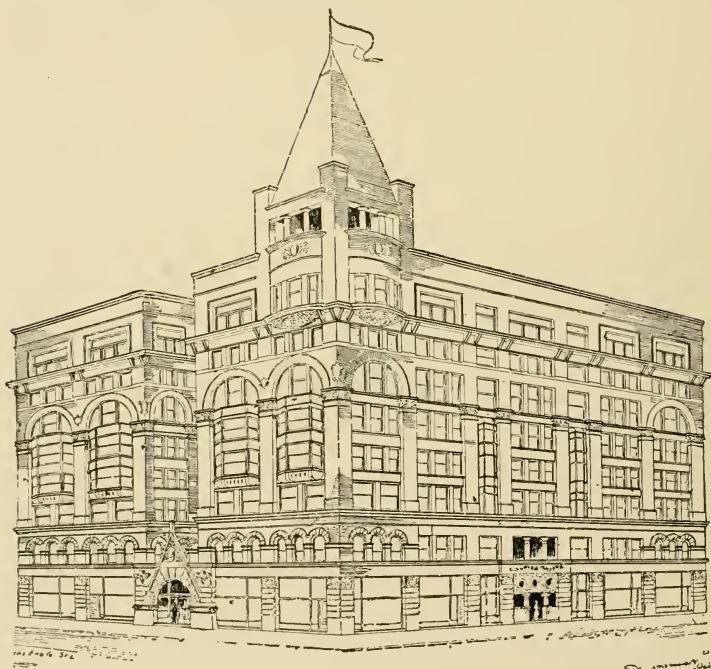
There is as yet but one electric street car line operating in East St. Louis, extending from the river front past the east terminus of the Eads Bridge to the National Stock Yards. This line is now contemplating an extension of an additional four or five miles along the outskirts of the city. A charter was granted this month for the building of another electric line which will operate about twelve miles additional.



HOTELS.

THE HOTEL M'CASLAND,

Now under erection, is being built by Mr. J. T. McCasland, at a cost of one quarter million dollars. The corner stone of



this elegant building was laid with much ceremony, in August, under the auspices of the Grand Lodge of Odd Fellows, and amid a great concourse of visitors from Missouri and Illinois.

This superb structure will be eight stories high, with a frontage of 110 feet by 120 feet in depth. The dining room and kitchen will be on the eighth floor. Two hydraulic passenger and one freight elevator will be used. The structure will be in the shape of an H, similar to the magnificent New York Life buildings recently built in the West. Colorado red stone and pressed brick are the material used in its construction, while polished marble mosaic is used for the office floor. Briefly, the hotel is grand, and compares favorably with any in the United States.

ALLERTON HOUSE.

As it would be gilding gold to do better than the East St. Louis Journal has done in its article about this hotel, we quote it entire :



Allerton House.

“The Allerton House is the largest building in the County of St. Clair. The hotel was built by a man of wealth during the seventies, and comfort and elegance were the two necessary

things to be attained by the architects. They were attained, and to-day no hotel can be called to the mind of the writer which has more facilities to properly entertain its patrons. Of the 135 sleeping rooms, every one has an exposure. The grounds and surrounding country is picturesque and pleasing to the eye. The Mississippi River flows adjacent, and touching the yard on one side is the thriving city of East St. Louis. On the opposite side is a high prairie landscape dotted with residences. Approaching from another way, the largest stock yards in the country are seen. St. Louisans flock to this hotel every summer to cool off, it being confessedly the coolest region in the vicinity in the summer.

Electric cars pass directly in front of the door every few minutes, putting St. Louis—over the big bridge—within a ten minutes' ride of its doors.

It is no uncommon sight to see cots placed about the various pleasant places in the summer time, occupied by refreshed humanity that has been driven from the business portion of the two cities by the intense heat of the day. As a summer resort, this particular spot excels as a boarding place; it equals any; comfortable quarters are always to be had, and polite attention and good service are guaranteed the guests by an urbane proprietor and efficient help.

M'CASLAND OPERA HOUSE.

This opera house will be opened in the fall. It cost \$100,000, and was built and owned by Mr. J. T. McCasland. All the details in compliance to elegance and comfort have been observed, and the theater-going public are expecting to pass many a pleasant evening within its doors during the coming season. It is an ornament to East St. Louis and a credit to its progressive projector, Mr. J. T. McCasland. This building is 60 by 120 feet, four stories, electric plant, elevator, steam heat, all modern improvements, interior of galvanized iron, fireproof; entrance adorned by plate-glass mirrors. The ground floor is divided into store buildings, and the up-stairs contains thirty first-class offices.



McCasland Opera House.

CREDITABLE INSTITUTIONS.

Among the established institutions and industries of a pre-tentious character, besides those already mentioned, these are the most worthy of recording: One great dressed beef and pork packing works; two pork packing establishments; five grain elevators; three flouring mills; two electric plants; one gas works plant; one water works plant; one railroad iron mill; nut and bolt mill; one railroad iron and frog works; two wire mills; one metal mill; one frog and iron works; one cotton compress works; one brewery; three banks; one carriage works; seven express companies; two barrel manufactories; two cooper supply works; four planing mills; two soda and vinegar factories; two broom manufactories; three harness manufactories; five newspapers; three lumber yards; two hospitals; nine churches; six public schools; four parochial schools; three libraries; one Y. M. C. A., numerous mutual benefit societies, etc.

The plans for a new Relay depot have been completed. The new depot will be located on the O. & M. grounds near the extension of Pennsylvania avenue, and is to be a magnificent structure.

FIRST NATIONAL BANK.

One of the important adjuncts to business in East St. Louis is the First National Bank. This bank was established in 1865, under the title of the "East St. Louis Bank," and successfully continued under that name until 1890, when it was organized under the National Banking Laws as the "First National Bank," with a paid-up capital of \$100,000. It is located on the corner of Missouri and Collinsville avenues. This bank is in a wonderfully prosperous condition, which is largely attributable to its President, Paul W. Abt, who thoroughly understands the wants of such an institution in a live city like East St. Louis. The Vice-President is Dr. H. C. Fairbrother, and J. M. Woods is the Cashier—a trio who are thoroughly in accord with each other.



First National Bank.

Below will be found the statement of February, 1891, also the names of the Directors, in which are numbered some of the most prominent of the city's business men :

STATEMENT.

RESOURCES.

Loans and discounts.....	\$228,932 42
U. S. bonds to secure circulation.....	25,000 00
Bonds.....	115,820 55
Banking house and fixtures.....	25,000 00
Current expenses and taxes paid.....	819 25
Due from banks, and cash on hand.....	105,315 91
Total.....	\$500,888 13

LIABILITIES.

Capital stock.....	\$100,000 00
Surplus and undivided profits.....	7,283 49
Circulation.....	22,500 00
Deposits.....	371,104 64—\$500,888 13

DIRECTORS—Paul W. Abt, A. M. Meints, Henry C. Griesedieck, J. J. McLean, Thos. L. Fekete, M. M. Stephens, John Whittaker, H. C. Fairbrother, C. C. Carroll, H. H. Elliott, G. H. Kemper.

EMILE SIMON GUIGNON.

The subject of this sketch, a native Missourian, was born at Fredericktown, Madison County, April 16th, 1856, from whence



Emile Simon Guignon.

his parents moved to St. Genevieve, in 1861. It was at the local schools of that place that Mr. Guignon passed his boyhood days and received his education. When but a youth, at the age of 17 years, he came to St. Louis, and engaged with the Western Union Telegraph Company, as errand boy, in 1873. Four years later, Horace Greeley's advice struck him very forcibly, and he went west, to Trinidad, Col., to grow up with the country. Western customs of those days were not congenial to his tastes, however,

ever, and, returning to St. Louis, he again entered the service of the Western Union Telegraph Company, this time in the capacity of receiving clerk, a position which he filled until 1880, when he took a westerly course once more, and investigated the pros-

pects of earning fame and fortune in the city of Santa Fe, New Mexico. The year 1881 found him in St. Louis, again in the employ of the Western Union, and a little later on he became cashier of the St. Louis office of the Mutual Union Telegraph Company. The experience gained with the telegraph companies gave him an extended acquaintance with representative business men, which led to his engagement with the St. Louis department of the Mexican Exchange, where intercourse between the tradespeople and manufacturers of two countries moulded and laid the foundation for his success in after life.

He married Miss Julia Miltenberger, youngest daughter of Eugene Miltenberger, a St. Louis banker of earlier days, in the year 1884, and immediately set out upon his travels through Mexico, a pursuit which he followed in the interests of the Mexican Exchange until 1887.

In March of that year, Mr. Guignon formed a co-partnership with his brother-in-law, Mr. Eugene B. Miltenberger, in the real estate business, and owing to the death of his partner in July following, he returned to St. Louis and organized the real estate firm of Guignon & Miltenberger, which was dissolved in January, 1889, when the firm of E. S. Guignon & Bro. was formed.

It was in July of the year 1889 that Mr. Guignon made his first investment in East St. Louis real estate, and from that period it may truly be said the phenomenal prosperity of the real estate business in East. St. Louis is dated. He purchased an interest in a tract of 45 acres from J. T. McCasland, which the grantor had bought only a month previous. Mr. Guignon saw at that time and predicted the prosperity which is now making the town the greatest manufacturing railway center of its size on the continent, notwithstanding that there was then nothing but hope, backed by business foresight and good judgment, to support the ideas he entertained. His faith in the outcome was unbounded, and by his works he proved the strength of his convictions time and again, until residents of the place at last began to believe in him themselves, and followed his example.

The first deed he made was followed shortly by the purchase, with J. T. McCasland, of 101 acres of land, which he subdivided under the title of Clearmont. Mr. Guignon was the original purchaser, from the Ames heirs, of the Ames tract of 450 acres, now widely known as Denverside, and he was also first to buy the 293 acres of land called Alta Sita. He bought and developed Clearmont annex of 107 acres, and the Garden subdivision of 101 acres.

In the first purchase of the 400-acre plat now called Lansdowne Heights, Mr. Guignon was among the original syndicate of buyers, as he was also one of the first purchasers of the Bluffs tract of 1,000 acres, located $6\frac{1}{4}$ miles from East St. Louis. Evidence of the success of each and all of these ventures is to be seen on every corner in East St. Louis, and all along its principal streets.

When Mr. Guignon made his first East St. Louis purchase, the town was struggling between hope and despair in an attempt to rise and keep above water. His enterprise and emphatic assertion of confidence in the future inspired the people and proved of incalculable value in aiding Mayor Stevens and the Board of Aldermen in carrying their plans into execution for raising the grade and improving the streets.

To the joint enterprise of Mr. Guignon and Mr. McCasland is due the location in East St. Louis of vastly the greater number of its industrial plants, and through their influence a vast amount of capital from other places has been invested in East St. Louis property also.

Mr. Guignon also founded and developed Normandy Heights, in St. Louis County, one of the most attractive suburban village sites around the city, where he now resides.

J. T. M'CASLAND.

McCasland's Opera House—Real Estate Dealer.—A talk about East St. Louis without speaking of Mr. J. T. McCasland would be like performing Hamlet without the melancholy Dane. There is no one that has done more to for-

ward the interests of East St. Louis than he. From the first to the last of a boom, which owed much of its magnitude to his tireless perseverance, he has been in the van, nor has he induced others to do what he has not done himself. He is now building one of the finest hotels for the accommodation of its guests, and is about finishing one of the prettiest opera houses to be found anywhere, which will add another feature to the many which will induce a permanent residence there.

Mr. McCasland's name will be found elsewhere in our article on East St. Louis, so we will conclude this short sketch by saying that he is evidence of what a live man can accomplish when he puts his hand to the plow and does not turn back.



J. T. McCasland.

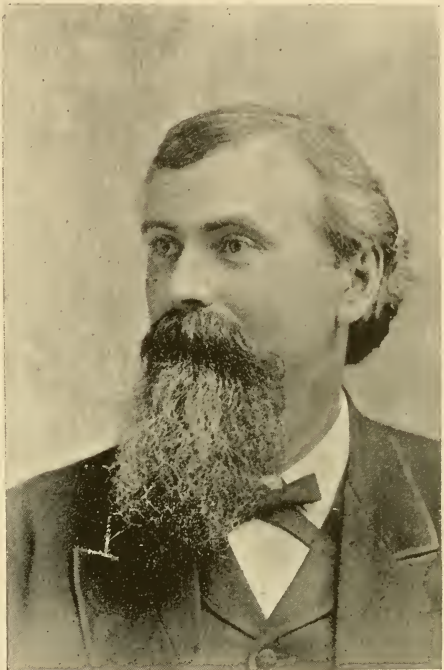
W. D. VANBLARCOM, real estate dealer, office No. 10 Collinsville avenue, makes a specialty of investments in real estate. Mr. VanBlarcom, who, favorably known in business circles in St. Louis for more than twenty years, seeing the great possibilities presented by East St. Louis, and the advantages to be derived from investments in its properties, made that city his

residence, and during the time he has resided there has sold more business property than any one in the business. It was he that negotiated the sale of the 700-acre tract immediately east of the National Stock Yards to Mr. Charles Clark and his associates, of St. Louis, and he has been prominent in many other large and important sales there. Mr. VanBlarcom has recently moved into new quarters, having three rooms on the grade floor specially fitted up for the accomodation and convenience of his customers. Speculators and investors in real estate should bear in mind that there is no such property as has afforded the safe margins of profit as that of East St. Louis, and the prospects never looked so bright as at the present time. They should also bear in mind that Mr. VanBlarcom, from his long experience, is in superior position to furnish positive bargains. He handles no property, except he himself knows the titles are sound and safe.

MILTON C. BROWN.

The subject of this sketch was born July 10, 1847, in the State of Mississippi, but removed with his parents to this State in 1859. At the age of 16 he enlisted in the United States army, in 1864, having been a member of company "C," 124th regiment Illinois Volunteers, and served thirteen months and until the close of the war. After reading law he removed to Monroe County, Missouri, where he established the *Monroe Appeal*, of that county, and published the same for five years in conjunction with Hon. James B. Reavis. In 1870 Mr. Brown was elected to represent Monroe County in the Legislature of his State, and was re-elected in 1872. Upon the organization of that body he was chosen speaker *pro tem* of the House. He practiced law for several years in St. Louis, but in 1888 became engaged in the real estate business in this city, and by virtue of his untiring zeal and fair dealing with every one, has attained a place at the head of our many enterprising citizens, who are devoting their energies and earnest endeavors to the development of our various resources and the enhancement of the best interests of

the city of East St. Louis. Mr. Brown, appreciating the necessity of improving the approaches of East St. Louis, in order to encourage the patronage of the residents of a section of country by nature made tributary to us, was the first to conceive the plan to construct rock roads to Caseyville, Collinsville and Cahokia, places which at certain seasons of the year were virtually cut off from communication, owing to the impassability of the highways, such as they were then. It is owing to his unlimited perseverance and untiring energy that the question of issuing bonds for the construction of the rock roads to the above named places was submitted to a vote of the people, and which



Milton C. Brown.

resulted in the present roads so essential to us. Mr. Brown is entitled to much of the credit of having influenced investments of foreign capital in this city, and he is without doubt one of the promoters of the growth and prosperity of East St. Louis. His many and various business enterprises are characteristic of his thorough understanding of the conditions necessary for the development of its increasing resources. Mr. Brown's strict integrity and personal amiability has made him one of the most prominent and popular men of the city and its surroundings, and the citizens of East St. Louis are justly proud to be able to count him as one of their number. He is a gentleman that is

bound to hold a prominent and leading position in any community which he may favor with his citizenship.

THOS. L. FEKETE,

Real Estate.—One of the pioneers of this rapidly growing city is Mr. Thos. L. Fekete, who in fact is the oldest real estate dealer in the city. Mr. Fekete is thirty-five years of age and has been in business ever since 1875. He has been largely instrumental in bringing about the present development of East St. Louis. He has always taken an active interest in public matters. Mr. Fekete has been very successful in his business, having handled the interests of some of the largest property owners here. He himself holds large real estate interests, and the list of property intrusted to him embraces some of the choicest investments, consisting of improved and unimproved property and quite a large acreage. His subdivision of Sunnyside adjoins the southern portion of the city, and is looked upon as one of the most promising pieces of property in this growing city. Lots can be had there at figures that will realize 50 to 100 per cent. profit in a short time. Mr. Fekete does a general real estate, insurance and loan business. His place of business is 333 Missouri avenue.

JOHN W. RENSHAW.

Amongst the real estate agents in East St. Louis Mr. Renshaw holds an honorable place. His principle feature is Winstanley Park. The *Globe-Democrat*, in speaking of it, says:

“Some of the most desirable suburban property in East St. Louis and vicinity is Winstanley Park. Many elegant residences are being erected in the park, at a cost of several thousand dollars, and more are being built. The park is three miles from the Court House in St. Louis, and consists of 200 acres, divided into town lots. The property will be connected

by two lines of electric railway, the Alexander, from Belleville, and the East St. Louis Electric Railway. This property is in active demand and is increasing in value daily."

In addition to this Capt. Renshaw is an insurance agent, conveyancer and attends to house renting. Those having business in his line can communicate by telephone (No. 5274) or call at his office, 106 North Main street.



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